ENTERED AT STATIONERS' HALL.

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BRADSHAW'S

MONTHLY

RAILWAY AND STEAM NAVIGATION

GUIDE,

FOR GREAT BRITAIN, IRELAND,

THE CONTINENT, AND FOREIGN PORTS,

CONTAINING A CORRECT ACCOUNT OF THE HOURS OF DEPARTURE OF THE RAILWAY TRAINS, HER MAJESTY'S MAILS, AND

BRITISH AND FOREIGN STEAM VESSELS,

WITH A

LIST OF PLACES, &c. TO WHICH TRAVELLERS AND VOYAGERS RESORT, AND OTHER USEFUL MERCANTILE INFORMATION.

ILLUSTRATED WITH A

MAP OF GREAT BRITAIN,

SHEWING THE PROJECTED AND WORKING LINES OF RAILWAY

London:

PUBLISHED AT BRADSHAW'S RAILWAY INFORMATION OFFICE,

59, FLEET-STREET, W. J. ADAMS, AGENT;

To whom Advertisements and Communications may be sent

AND SOLD BY ALL BOOKSELLERS AND RAILWAY COMPANIES,

BRADSHAW AND BLACKLOCK, PRINTERS, 27, BROWN-STREET MANCHESTER.

ESTABLISHED UPWARDS OF SIXTY YEARS

BY SPECIAL APPOINTMENT
TO HER MAJESTY
H. R. H. PRINCE ALBERT

H R H The DUCHESS of KENT
AND ALL THE
ROYAL FAMILY

J. SCHWEPPE & Co.'s
SODA, POTASS, AND MAGNESIA WATERS

Principal Manufactory—BERNERS-STREET, LONDON.—Branch Manufactories—LONDON ROAD, LIVERPOOL; FRIAR GATE, DERBY; and 20, BRIDGE-STREET, BRISTOL.

So much prejudice has been produced in the public mind, by spurious articles sold under these names, containing no particle of Alkali, that consumers are earnestly recommended to ask for SCHWEPPE'S, the Original Inventors, and by far the largest manufacturers, of these invaluable preparations. Each bottle contains the PROPER proportion of Alkali, scientifically amalgamated by the aid of their powerful machinery, and every GENUINE bottle is distinguished by a LABEL, representing the name. This precaution is rendered necessary by unprincipled persons filling SCHWEPPE'S BOTTLES WITH THEIR OWN COMPOSITION, and even imitating their lables. Their Soda Water is, therefore, protected by a RED LABEL ON THE CORK, having the name of their firm on each side, and the Potass and Magnesia Waters and Lemonade by labels on the bottles, with their name and address.

SCHWEPPE'S ÆRATED LEMONADE.

It is almost superfluous to speak of the quality of their Alkaline Waters, tested as they have been by the sanction of the Medical Profession, and the unvarying preference of the public for SIXTY YEARS past, notwithstanding the rivalry and competition which such patronage usually produces; but the AERATED LEMONADE, being an article of more recent introduction, they may be permitted to remark that, as an agreeable and refreshing beverage, it is UNEQUALLED, and the demand for it increasing every year

SCHWEPPE'S LIQUID MAGNESIA,

an elegant preparation, which their long experience in the manufacture of Alkaline Waters has enabled them to produce in a state of the greatest purity and strength. This valuable Antacid is so highly concentrated, that a wine-glass full contains a spoonful of pure Carbonate-Magnesia, and will be found a certain remedy in cases of Gout, Heartburn, Acidity in the Stomach, as well as a most agreeable corrective, when taken with their Acidulated Syrup, for Sea-Sickness, and particularly valuable to Children during the period of Dentition. Sold in bottles, at 1s., 2s. 6d., and 4s. 6d. each. Acidulated Syrup, 1s. 6d.

The principal Chemists in the Metropolis, and throughout all the provincial cities and towns in the United Kingdom, are regularly supplied with the above.

German Seltzer Water, in Quarts and Pints.

In conjunction with the above old established Business, J. S. and Co. solicit attention to their fine Stock of

FOREIGN WINES,

which they offer to their Friends and the Public, of the highest quality, and at a price as low as may be commensurate with a fair and moderate profit. They hope they may be permitted to refer to the high respectability of their firm, for upwards of half a Century, as a GUARANTEE for the superior quality of their Wines, and that QUALITY will not be sacrificed to PRICE.

Their Stock, which they have been for a considerable time past most carefully selecting, comprehends the whole range of Wines usually in demand, and at prices, graduating from those high quotations, attendant on high and rare qualities down to the lowest prices at which genuine, unadulterated Wines can be obtained.

To enable the Public to form their opinion as to price and variety, J. S. & Co. respectfully submit the following List of Cash prices:—

	Per Doz.		Doz.		Per
PORTS from the Wood,	30s. 32s. 34s. 36s.	MADEIRA, Malmsey (pints) ..	42s.	MOSELLES, Brauneberger	
Do. fine old crusted,	42s. 44s. 48s. 50s. 54s.	———		——— Scarzberger	
———		Bucellas	36s. 38s.	——— ditto, very old	
SHERRIES from the Wood	30s. 34s. 36s. 42s.	Lisbon, dry or rich.....	28s.	———	
Do. in Bottles, from	36s. upwards.	Old Bronte and Marsala.....	26s.	CHAMPAGNE, Sparkling or creamy, first quality	
Do. gold colour, very superior,	42s. 48s.	———		——— ditto, second quality ..	
Do. pale do.	36s. 42s.	HOCKS, Hattenheimer	62s.	——— ditto, very excellent....	
Do. Caviza of the highest character	48s. 54s.	——— Marcobrunner.....	70s.	CLARETS, Latour, Chateaux, Margeaux and Lantte, first growth	70s
Do. Amontillado.....	50s.	——— Erbacher	72s.	——— ditto, second growth ..	
———		——— Hockheimer	80s.	——— St. Julien.....	36s
MADEIRAS, direct.....	54s.	——— Rudesheimer	88s.	Wines in the Wood at proportionate prices	
Do. West & East India, old and choice	63s. 70s	——— Johannasberger	92s.		
		——— Steinberger, 1822.....	108s.		
		——— Sparkling	70s.		

Orders from the Country must be accompanied with a Remittance or a Reference.

Office, 51, Berners-street.—Cellars 27 Marshall-st. Regent-st. London.

THE BEST
REMEDY FOR INDIGESTION
NORTON'S CAMOMILE PILLS

Are confidently recommended as a simple but certain remedy, to all who suffer from Indigestion, Sick Headache, Bilious and Liver Complaints; they act as a powerful tonic, and gentle aperient, imparting strength to the Stomach, and composure to the nervous system. Sold in bottles, at 1s. 1½d., 2s. 9d., and 11s. each, in every town in the kingdom.

CAUTION.—Be sure to ask for "NORTON'S PILLS," and do not be persuaded to purchase an imitation.

FOR

BEAUTIFYING THE SKIN
GODFREY'S EXTRACT OF ELDER FLOWERS

Will be found superlatively efficacious in softening, improving, beautifying, and preserving the SKIN, and in giving it a blooming and charming appearance, being at once a most fragrant perfume and delightful cosmetic. It will completely remove Tan, Sun-burn, Redness, &c., and by its balsamic and healing qualities, render the skin soft, pliable, and free from dryness, scurf, &c.; clear it from every humour, pimple or eruption; and by continuing its use only a short time, the skin will become and continue soft and smooth, and the complexion perfectly clear and beautiful. In the process of shaving it is invaluable, as it allays the irritation and smarting pain, annihilates every pimple and all roughness and renders the Skin smooth and firm. It protects the Skin from the effects of the cold winds and damp atmosphere which prevail during the winter months, and will be found beyond all praise to use as a family lotion on all occasions.

Sold in bottles, price 2s. 9d., with directions for using it, by all Medicine Vendors and Perfumers.

FOR

GOUT, RHEUMATISM, AND RHEUMATIC GOUT
SIMCO'S GOUT AND RHEUMATIC PILLS

Are a certain and safe remedy; they restore tranquillity to the nerves, give tone to the Stomach, and strength to the whole system. No other Medicine can be compared to these excellent Pills, as they prevent the disorder from attacking the Stomach or Head and have restored thousands from pain and misery, to health and comfort.

Sold by A. WILLOUGHBY and Co., late B. G. WINDUS, 61, Bishopsgate Without, and nearly all Medicine Vendors, at 1s. 1½d., or 2s. 9d. per box.

ALBION LIFE INSURANCE COMPANY, New Bridge-Street, London.

Instituted in 1805.—Empowered by Act of Parliament.

DIRECTORS.

Matthew Harrison, Esq., *Chairman.* | John Hampden Gledstanes, *Deputy Chairman.*

Thomas Starling Benson, Esq.
James Whatman Bosanquet, Esq.
Frederick Burmester .Esq.
John Coningham Esq.
Frederick Dawes Danvers, Esq.
Samuel Henry Teush Hecker, Esq.
David Riddall Roper, Esq.
Charles Russell, Esq., M.P.
Kennard Smith, Esq.

BANKERS—The Bank of England. | SOLICITORS—Messrs. Teesdale, Symes, Weston and Teesdale.

PHYSICIAN—Richard Bright, Esq., M.D. | SURGEON—William Lobb, Esq.

SECRETARY—Edwin Charlton, Esq. | ACTUARY—John Le Cappelain, Esq.

The Advantages of the ALBION may be thus briefly referred to:—1. PERFECT SECURITY, arising from a *large paid-up Capital*, totally independent of the *Premium Fund*, whereby all BONUSES allotted to the Policy-holder are rendered *irrevocable*. In all *Mutual Insurance Offices*, the *Premium Fund* constitutes the *only Capital;* each Policy-holder *is liable for any deficiency that may at any time be found to exist in the assets of the Association;* and the BONUSSES declared in one year may, if the exigencies of the Association require it, be *withdrawn* in any succeeding year.

II. LOW PREMIUMS, compared with the Premiums charged by most of the *long-established Offices* which allow the Policy-holder to participate in *profits*. Thus the *common Premium* for an Insurance of £1000, at the age of 20, would at once insure £1140 in the ALBION, with the certainty of a considerable BONUS at the end of every succeeding *three years*.

III. A BONUS amounting to *Four-Fifths*, or 80 *per cent.* of the *Entire Profits*, arising from all Policies issued by the ALBION upon the Participating Scales of Premium, will be apportioned *triennially* among the Policy-holders, and may be received, at the *option* of the Policy-holder, in any one of the three following ways, namely:—

By Payment in Cash.

By Augmentation of the Sum Insured.

By Reduction of the future Annual Premium.

IV. TRIENNIAL DIVISION OF PROFITS. In most other *old-established Bonus Offices*, the division of Profits takes place only once in *five*, *seven*, or *ten years*, and the Policy-holder must have paid *five* or more Premiums before he can derive any benefit from the *Profits* of the Company. The first division of *Profits* in the ALBION will take place on the *29th Day of September*, 1849, and thenceforward at the end of every *three years*, when every Policy-holder insured upon the Participating Scales of Premium, however *recently* his Policy may have been effected, will be entitled to a BONUS in proportion to the *Amount of Premiums* paid by him, improved at Compound Interest.

V. CLAIMS PAID IN 30 DAYS. In the ALBION, all *Sums Insured*, together with all *Additions* thereto, are payable at the end of 30 Days after the death shall have been satisfactorily proved. In almost all other Companies the payment is deferred for *three* and in some cases for *six months*.

*** Numerous Tables of Premiums have recently been computed, of an unusually attractive character, and suitable to persons in most stations of society. These, with a detail of the advantages offered to the Public by this Company, are comprised in the Company's Prospectus, which, with every requisite information, may be obtained on application to the Secretary.

OFFICE HOURS from 10 till 4.—Days of Appearance, *Tuesday*, *Wednesday*, and *Friday*, at a ¼ before 12 o'clock precisely.

GREAT BRITAIN MUTUAL LIFE ASSURANCE,

14, WATERLOO PLACE, PALL MALL, LONDON.

DIRECTORS.

THE CHISHOLM, Chairman. WILLIAM MORLEY, Esq., Deputy Chairman.

Henry Stroud Barber, Esq.
John Brightman, Esq.
Francis Brodigan, Esq.
James William Deacon, Esq.
Alexander Robert Irvine, Esq.
John Inglis Jerdein, Esq.
James John Kinloch, Esq.
Henry Lawson, Esq.
Henry Penny, Esq.
Robert Power, Esq.
The Rev. F. W. Johnson Vickery, A.M.

Auditors.—C. B. Rule, Esq. T. C. Simmons, Esq. Geo. Thomas, Esq.

Physician.—John Clendinning, M.D., F.R.S., 16, Wimpole Street.

Solicitor.—Walter Prideaux, Esq., Goldsmiths' Hall.——Bankers.—Union Bank of London.

Advantages offered to Policy-Holders by this Institution.

A large and immediate accession of Assurances by the transfer of the Policies of the "Achilles British and Foreign Life Society."

PROFITS.—The whole of the Profits divided annually among the MEMBERS, after payment of five Annual Premiums.

An ample guaranteed Capital, in addition to the Fund continually accumulating from Premiums, *fully sufficient* to afford complete security.

CREDIT.—Credit given to MEMBERS for half the amount of the first five Annual Premiums, without security.

Credit allowed to Members for the whole of the first five Annual Premiums, on satisfactory security being given for their payment.

Claims on Policies not subject to be litigated or disputed, except with the sanction, in each case, of a General Meeting of the Members.

An extremely low Rate of Premium, without participation in the Profits, but with the option at any time within five years, of paying the difference between the Reduced Rates and the Mutual Assurance Rates; and thus becoming Members of the Society, and entitled to a full participation in the Profits.

Extract from the Reduced Scale of Rates, for an Assurance of £100 for One Year, Seven Years, and whole Term of Life.

AGE.	ANNUAL PREMIUM.								
	ONE YEAR.			SEVEN YEARS.			WHOLE LIFE.		
	£	s.	d.	£	s.	d.	£	s.	d.
20	1	0	9	1	1	6	1	13	11
30	1	2	9	1	3	3	2	2	1
40	1	5	6	1	7	6	2	16	4
50	1	15	9	2	1	6	4	1	11
60	3	3	5	3	17	0	6	8	3

Full particulars are detailed in the Prospectus; and all applications for AGENCIES, where none are already appointed, to be addressed to A. R. IRVINE, Managing Director.

PALLADIUM LIFE ASSURANCE SOCIETY, 7, Waterloo Place, London.

DIRECTORS.

Sir John Barrow, Bart., F.R.S.
Lord W. R. K. Douglas, F.R.S.
Right Hon. Sir Edward Hyde East, Bart. F.R.S.
Charles Elliott, Esq., F.R.S.
Joseph Esdaile, Esq.
Right Hon. Sir T. F. Freemantle, Bart., M.P.
Henry Harvey, Esq., F.R.S.
James Murray, Esq.
Samuel Skinner, Esq.
Pat. Maxwell Stewart, Esq., M.P.
Sir William Young, Bart.

Auditors—Capt. C. J. Bosanquet, R.N.; Jas. Buller East, Esq., M.P.; John Young, Esq, M.P.
Bankers—The London and Westminster Bank.
Physician—Seth Thompson, M.D.

The TWENTIETH ANNUAL GENERAL MEETING of this Society was held on the 10th of April last, when a highly satisfactory REPORT was laid before the Proprietors and Policy-holders, and unanimously adopted.

The Public will see the advantage of selecting, in so important a matter as Life Assurance, a well-established office, which, from its continued prosperity, and its large additions to policies, offers the greatest inducement to Assurers combined with the undoubted security of a numerous and wealthy proprietary.

ADDITIONS TO POLICIES.

The following Table shows the additions made to Policies for £5,000, which had been in force for Fourteen Years, to the 31st December, 1838:—

Age at commencement.	Premiums paid in the fourteen Years.			Additions made to the Sum Assured in the Fourteen Years.			Total Sums now payable in case of death.		
	£	s.	d.	£	s.	d.	£	s.	d.
10	1,192	18	4	586	6	7	5,586	6	7
15	1,350	8	4	681	2	7	5,681	2	7
20	1,525	8	4	768	5	1	5,768	5	1
25	1,682	18	4	787	2	8	5,787	2	8
30	1,869	11	8	813	15	6	5,813	15	6
35	2,094	3	4	854	6	5	5,854	6	5
40	2,377	1	8	923	18		5,923	18	1
45	2,727	1	8	1,011	2	9	6,011	2	9
50	3,173	6	8	1,129	15	7	6,129	15	7

A Bonus of Four-fifths, or Eighty per cent. of the estimated Profits is added to Policies entitled, every seventh year; or an equivalent reduction made in future Premiums.

The Third Septennial Division of profits will be declared, to the 31st December, 1845. Persons Assuring previous to that date will have their proportion of Profit appropriated.

Parties travelling in Europe, by sea or land, in time of peace, are not charged any extra premium.

Applications for Agencies, in places where none are established, to be addressed to the Secretary.

NICHOLAS GRUT, Secretary and Actuary.

DISEASED AND HEALTHY LIVES ASSURED.

Medical, Invalid and General Life Office, 25, Pall Mall, London;
and 22, Nassau-street, Dublin.

Subscribed Capital, £500,000.

THIS Office ASSURES DISEASED AS WELL AS HEALTHY LIVES, having caused Tables to be specially calculated for that purpose.

The EXTRA PREMIUM DISCONTINUED on restoration of the Assured to permanent health.

INCREASED ANNUITIES granted on UNSOUND LIVES, the amount varying with the particular disease.

Members of CONSUMPTIVE FAMILIES ASSURED at Equitable Rates.

HEALTHY LIVES are Assured at LOWER RATES than at most other Offices.

POLICIES of twelve months' standing are NOT AFFECTED BY SUICIDE, DUELLING, &c.; and Assigned Policies are valid from the date of the Policy, should death ensue from any of these causes.

F. G. P. NEISON, Actuary.

ESTABLISHED BY ACT OF PARLIAMENT 5 VICTORIA, SEPT. 1842.

GUARANTEE SOCIETY,

19, BIRCHIN LANE, LONDON,

For providing Security for the *Fidelity* of persons in Situations of Trust, where Sureties are required, on payment of an annual premium per cent.

TRUSTEES.

James Colquhoun, Esq.
Thomas Fowler, Esq.
Charles Rugge Price, Esq.
Major-General B. B. Parlby, C. B., E. I. C.

DIRECTORS.

JAMES COLQUHOUN, Esq., Chairman; CHARLES SAUNDERSON, Esq., Deputy Chairman.
Thomas Attree, Esq.
John Benson, Esq.
Capt. John Enoch.
Major-General B. B Parlby, C. B., E. I. C.
George Scovell, Esq.
Mayou Wynell Adams, Esq.
Patrick Colquhoun, Esq.
Abraham Lindo Mocatta, Esq.
Francis Lysons Price, Esq.
William Slark, Jun., Esq.

AUDITORS.

H. H. Cannan, Esq.; Robert Smith, Esq.; George Thomas, Esq.

BANKERS.

Sir Charles Price, Bart., Marryatt, Coleman, and Price, King William-street, London.

Standing Counsel.

R. Ryder Dean, Esq.

Solicitors.

Messrs. W. and S. Cotton, 7, Lothbury.

AGENTS.

Birmingham.—Nathaniel Lea, Esq.
Bristol.—Messrs. G. Edwards and Sons.
Dublin.—Messrs. Smyth, Sons, and Du Bedat.
Dundee.—Walter Shaw, jun., Esq.
Glasgow.—Loraine M. Kerr, Esq.
Hull.—Messrs. Alsop and Sons.
Leeds.—Joseph Dickenson, Esq.
Liverpool.—Messrs. Hughes and Ronald.
Manchester.—Samuel Taylor, Esq.
Norwich.—Anthony Madders, Esq.
Sheffield, Samuel Mitchell, Esq.

Forms of application and other particulars may be obtained at the Society's Offices, 19, Birchin Lane, London; or from the Agents.

By order, THOS. DODGSON, Sec.

EUROPEAN LIFE INSURANCE AND ANNUITY COMPANY,

Established, January, 1819.

Empowered by special Act of Parliament, 7 and 8 Victoria, cap. XLVIII.

Office, No. 10, Chatham Place, Blackfriars.

BOARD OF DIRECTORS.

John Elliot Drinkwater Bethune, Esq., 80, Chester-square, Chairman.
Thomas Henry Call, Esq., 1, Mount-street, Grosvenor-square.
John Rivett Carnac, Esq., 46, Devonshire-street, Portland-place.
John Greathead Harris, Esq., 2, Old Palace Yard.
Henry H. Harrison, Esq., 1, Percy-street, Bedford-square.
Thomas Hunt, Esq., 11, Manchester-square.
William Paxton Jervis, Esq., 59, Cadogan-place, Sloan-street.
Alexander H. Macdougall, Esq., 44, Parliament-street.
William Sargent, Esq., Treasury Chambers, Whitehall.
Frederick Silver, Esq., 10, James-street, Buckingham-gate.
John Stewart, Esq., 22, Portman-square.
George James Sullivan, Esq., 1, Arlington-street, and Ditcham Grove, Petersfield, Hants.
John Thoyts, Esq., 8, Foley-place.

PHYSICIANS.

Thomas Thomson, M.D., Chatham-place; Henry Davies, M.D., 18, Savile Row.

This old established Society has recently received additional powers by Special Act of Parliament, and affords facilities in effecting Insurances to suit the views of every class of Insurers.

Premiums are received Yearly, Half-Yearly, or Quarterly, or upon an increasing or decreasing scale.

Two-thirds of the profits are added septennially to the Policies of those insured for Life; one-third is added to the guarantee fund for securing payment of the Policies of all Insurers.

Those who are insured to the amount of £500 and upwards, for the whole term of life, are admitted to vote at the half-yearly general meetings of the Proprietors.

Premium for Insuring £100 at the age of

19—20			29—30			39—40			49—50			59—60		
£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
1	18	1	2	9	1	3	2	6	4	5	6	6	5	8

DAVID FOGGO, SECRETARY.

IMPERIAL LIFE INSURANCE COMPANY,

SUN COURT, CORNHILL, and 16, PALL MALL, LONDON.

Instituted 1820.—Subscribed and Invested Capital, £1,000,000.

DIRECTORS.

Samuel Hibbert, Esq., Chairman. | Henry Pearse, Esq., Deputy-Chairman.

James C. C. Bell, Esq. | George Field, Esq. | Henry James Prescott, Esq.
Michael Bland, Esq. | George Hibbert, Esq. | Joseph Reid, Esq.
Charles Francis Cobb, Esq. | Thomas Newman Hunt, Esq. | George Reid, Esq.
George Henry Cutler, Esq. | John Horsley Palmer, Esq. | William R. Robinson, Esq.
John Henry Deffell, Esq. | James Pattison, Esq., M.P.

FOUR-FIFTHS of the PROFITS made by this Company will be appropriated to Policies every FIVE YEARS, without the Insured incurring the personal responsibility attached to Mutual Societies.

The Profits to Policies of twenty years' standing, on the 31st Jan., 1841, are shewn in the following Examples—

Age at Entry.	Sum Insured.	Annual Premium.	Bonus Added.	Cash Paid on surrender of Bonus.	Or Premium reduced to
	£	£ s. d.	£	£ s. d.	£ s. d.
15	1000	19 5 10	350	122 18 11	12 0 1
20	1000	21 15 10	350	135 8 9	13 5 11
30	1000	26 14 2	350	166 18 10	14 8 8
40	1000	33 19 2	350	201 4 5	15 15 1
50	1000	45 6 8	350	240 1 3	15 18 9
60	1000	63 13 4	350	281 1 2	8 15 9

A QUINQUENNIAL APPROPRIATION of Profits will be made on the 31st of January next, and persons effecting Insurances before that time will participate.

Insurances without participation in Profits may be effected at reduced rates.

Prospectuses may be had at the Company's Offices in London, or of any of the Agents.

Applications from parties desiring to become Agents may be addressed to me, at the Office, Cornhill, London.

SAMUEL INGALL, Actuary.

ENGLISH AND SCOTTISH LAW LIFE ASSURANCE AND LOAN ASSOCIATION,

12, Waterloo Place, London, 119, Princess-street, Edinburgh.—Established 1839

SUBSCRIBED CAPITAL, ONE MILLION.

This Association embraces:—

Every description of risk contingent upon Life—Immediate, Deferred, and Contingent Annuities and Endowments.

A comprehensive and liberal System of Loan, on undoubted personal security, or upon the security of any description of assignable property or income of adequate value, in connection with Life Assurance.

A union of the English and Scotch systems of Assurance, by the removal of all difficulties experienced by parties in England effecting Assurances with Offices peculiarly Scotch, and *vice versa*.

An extensive Legal connexion, with a Direction and Proprietary composed of all classes.

A large protecting Capital, relieving the Assured from all possible responsibility.

The admission of every Policy-holder, assured for the whole term of life, to a full periodical participation in Two-thirds of the profits.

J. BUTLER WILLIAMS, Resident Actuary and Secretary, 12, Waterloo Place.

NOTICE TO RAILWAY TRAVELLERS.

RIDLER'S BELL AND CROWN HOTEL AND TAVERN,

HOLBORN, LONDON.

V. RIDLER reminds Professional, Commercial, and Agricultural Gentlemen, and others visiting the Metropolis, that his Hotel is THE MOST CENTRAL IN LONDON, and in the widest and best Street in the City, near the Inns of Court, and Places of Amusement.

This Hotel is always open for Persons arriving by the earliest and latest Trains.

Beds, 1s. 6d. a night.

UNITED KINGDOM LIFE ASSURANCE COMPANY,

8, WATERLOO PLACE, PALL MALL, LONDON.

Established by Act of Parliament in 1834.

DIVISION OF PROFITS AMONG THE ASSURED.

DIRECTORS.

James Stuart, Esq., Chairman—Hananel De Castro, Esq., Deputy Chairman.

Samuel Anderson, Esq.. | E. Lennox Boyd, Esq., Asst. Resident. | F. Charles Maitland, Esq.
Hamilton Blair Avarne, Esq. | Charles Downes, Esq. | William Railton, Esq.
Edward Boyd, Esq., Resident. | Charles Graham, Esq. | John Ritchie, Esq.
| | F. H. Thomson, Esq.

SURGEON.—F. Hale Thomson, Esq., 48, Berners-Street.

This Company, established by Act of Parliament, affords the most perfect security in a large paid-up Capital, and in the great success which has attended it since its commencement in 1834, **its Annual Income being upwards of £80,000.**

In 1841, the Company added a Bonus of £2 per cent. per Annum on the Sum Insured to all Policies of the Participating Class from the time they were effected.

The Bonus added to Policies from March, 1834, to the 31st Dec., 1840, is as follows:—

Sum Assured.	Time Assured	Sum added to Policy.	Sum Assured.	Time Assured.	Sum added to Policy.
£5,000	6 Yrs. 10 Mths.	£683 6s. 8d.	£5000	4 Years.	£400
5,000	6 Years	600 0 0	5000	2 Years.	200

The Premiums nevertheless are on the most moderate scale, **and only One-half need be paid for the first Five Years,** where the Insurance is for Life.

Every information will be afforded on application to the Resident Directors, EDWARD BOYD, Esq. and E. LENNOX BOYD, Esq., of No. 8, Waterloo Place, Pall Mall, London.

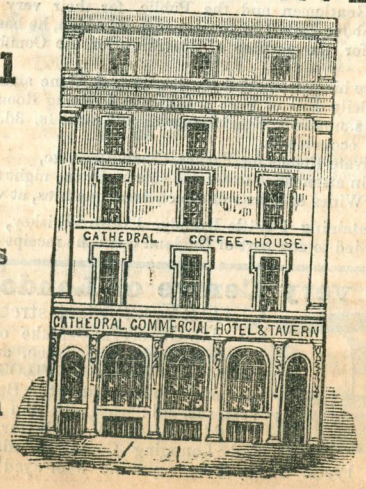
TO RAILWAY TRAVELLERS.

THE

Cathedral Hotel AND Tavern,

48, St. Paul's Church-yard, LONDON.

One Door from CHEAPSIDE



Being most central and cheerfully situate, has superior accommodation, at moderate charges. Soup, Fish, and Joints ready from One to Seven o'clock. Dinner off the Joint, 1s. 6d., with Soup, Fish, or Entrees, &c., 2s. Very choice Old Wines and Spirits, and the Celebrated Punch.

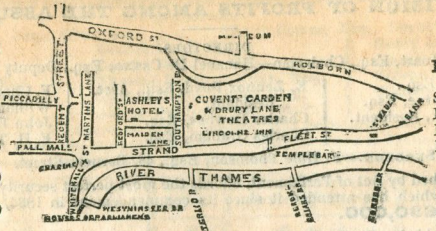
A Table d'Hote at One o'clock, consisting of Soup or Fish, Joints, &c. 1s. 6d.

N.B. Rooms for Private Parties.—Hot and Cold Baths. Well aired Beds, &c.

ASHLEY'S HOTEL,

Maiden Lane, Bedford-street, Strand, London.

	s.	d.
Bed	1	6
Breakfast or Tea	1	3
Dinner (plain)	2	0
A Chop	0	6
Small Steak	0	9
Do. Cutlet	1	0



Cab Fare from Birmingham Railway Station	s.	d.
South Western, Brighton, Dover, Blackwall	1	6
Great Western, Eastern & Northern, Eastern Counties	2	0

OTHER CHARGES EQUALLY MODERATE.

Situated near the chief objects of attraction to Visitors, either on business or pleasure. The bed-rooms, sitting-rooms, and coffee-rooms, are good, airy, and quiet—a separate smoking-room. Families and gentlemen may rely on the utmost attention and comfort, and on clean, well-aired beds. Every article, including Wines and Spirits, of the first quality.

N.B.—A very moderate fixed charge for servants.

NOTICE TO RAILWAY & STEAM BOAT TRAVELLERS.

Anderton's Hotel, 164, Fleet-street, London.

ESTABLISHED NEARLY 100 YEARS.

FRANCIS CLEMOW Proprietor, (Successor to Mr. Harding,) returns his sincere thanks to th Professional, Commercial Gentlemen and the Public, for their very generous and increase patronage since occupying the above Hotel, in consequence of which, he has been induced to enlarg his already extensive premises for the purpose of providing for the Comfort and accommodation his future patrons.

F. CLEMOW, begs to assure his patrons that the Larder and Wine arrangements are not inferi to any House in London; the daily Bill of Fare in Coffee and Dining Rooms contain every delicac of the season.—Dinners from 1s. upwards, Breakfasts with cold meat 1s. 3d. each. Lodgings 10s. 6 per week, and Suppers equally economical.

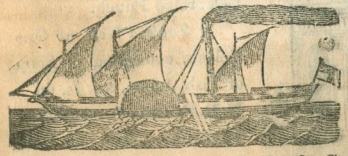
Private Rooms for Parties, Committees, &c,

A Porter in attendance to receive visitors by the night trains.

N.B.—Families supplied with Wines & Spirits of the choicest qualities, at wholesale prices, for Cash.

SAMPLE HAMPERS, containing 1 bottle Brandy, 1 ditto Whiskey, 1 Rum, 1 Gin, 1 Port, and 1 Sherry, for 21s.; forwarded to any part of England upon the receipt of a post-office order.

The very Centre of London.



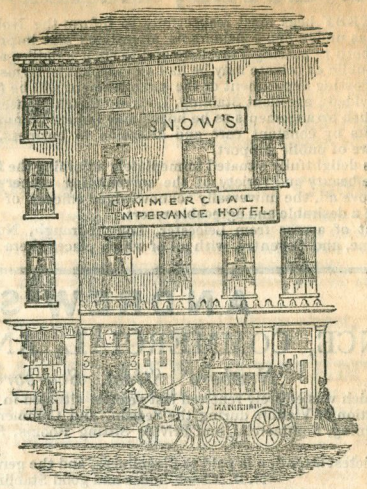
STORY, 62, Fleet-street, TAILOR and GENERAL OUTFITTER---Make one call, and inspect th immense Stock, style, price, and quality, of Story's ric cheap, and fashionable CLOTHING, 62, Fleet-stree corner of Bouverie-street. Best town-printed Marsel Vest, 4s. 6d.; rich silk and satin, 8s. 6d.; Trouser 10s. 6d. and 14s. 6d., no better need be had; Shootin and Lounging Coats, 7s. 6d. to 10s. 6d.; Over-Coa 2s. 6d. to 18s.; Dress and Frock Coats, from superfine wool-dyed cloths 25s. to 40s.

To Commercial Gentlemen and Travellers to YORK.

SNOW'S COMMERCIAL TEMPERANCE HOTEL,

3, LOW OUSEGATE,

YORK.



The Railway Omnibuses pass the Door.

THIS HOTEL will be found very convenient for Commercial Gentlemen and all parties visiting the interesting city of York, in consequence of its pleasant and central situation and comfortable accommodation.

It is within a short distance of the Cathedral, Castle, Museum, Banks, Post Office, &c., and three minutes walk from the Railway Station.

TERMS strictly moderate.

TO THE VISITORS OF BRIGHTON.

LONDON TAVERN AND COFFEE HOUSE,

NORTH STREET, BRIGHTON,

WITHIN FIVE MINUTES' WALK OF THE TERMINUS.

M. A. PERFETT & CO.,

(Late of the Sun Hotel), beg to announce that they have opened the above Establishment, which is conducted on the London principle, and at the following prices:—

Bed and Breakfast	2s. 6d.
Dinners, from	1s. 0d.
Mutton Chop and Glass of Stout	0s. 9d.
Tea and Coffee	1s. 0d.
Cup of Tea or Coffee, Roll, &c.	0s. 6d.
Sandwich and Glass of Ale or Stout	0s. 4d.

Soups always ready.—Imperial London and Dublin Stout, in Draught Bottles.—Celebrated Kennett, Burton, and Country Ales. The Railway Omnibuses call, passing to and from every train.

PALE INDIA ALE and STOUT.

4s. PER DOZ. QUARTS; 2s. 6d. PER DOZ. PINTS.

ARTHUR WOOD and Co. having made advantageous arrangements with an eminent Brewery, are enabled to supply a very SUPERIOR PALE INDIA ALE and STOUT at the above moderate Prices.

BEST LONDON PORTER and STOUT, in 9, 18, and 36 Gallon Casks.—Terms, Cash, on or before delivery.

16, Clement's Lane, City.

ROYAL HOTEL, ASHBY-de-la-ZOUCH.

WILLIAM OCKERBY begs most respectfully to inform the Nobility, Gentry, and public in general, that the Royal Hotel has undergone considerable alterations and improvements, and will be found to offer every accommodation both to passing Travellers and to such Families as may be desirous of visiting the Ivanhoe Baths. Board in public or private may be had on reasonable terms, and the choicest Wines supplied at moderate prices. The Posting department of the establishment will be found in every way efficient, and Carriages of all kinds are provided; excellent Stabling, Lock-up Coach Houses, &c. are attached to the premises.

W. O. has made such arrangements as he hopes may induce Commercial Gentlemen to afford him their patronage; and he trusts by constant care and attention to business, combined with strict moderation in charges, to merit a share of public support,

The Royal Hotel is delightfully situated immediately adjoining the Bath Gardens; and the general salubrity of the air of Ashby, the beauty and variety of the surrounding scenery, the many places of interest in the neighbourhood, and above all, the universally acknowledged efficacy of the Ivanhoe Mineral Waters, cannot fail to render this place a desirable and agreeable resort.

Ashby is convenient of access from Leicester, Loughborough, Nottingham, Derby, Burton, Tamworth, Birmingham, Atherstone, and Coventry, with all of which places there is daily communication.

ANDREW'S

TEMPERANCE, COMMERCIAL, AND FAMILY HOTEL

Newboro' Street, Scarborough.

THE above House, which was entirely renewed last year, is situated in the Centre of the Town, and is fitted-up for the Accommodation of Visitors during the Season, and Commercial Gentlemen throughout the Year, and includes Coffee, Dining, Commercial, and Private Sitting Rooms. Several New Rooms have been added this Spring.

The strictest attention is paid to Cleanliness, and the general Comfort of Visitors.

N. B. Coach-house and good Stabling.

GREGORY'S BOARDING HOUSE,

29, Cheapside, London.

TERMS, 4s. per day, including Tea, Bread, and Breakfast.—Servants, 9d. per day. Omnibuses to and from all the Railways, set down and take up at the Door.

WELLINGTON GREGORY, Proprietor.

SUSSEX BOARDING HOUSE,

AND CAFÉ DE COMMERCE,

Nos. 10 and 11, Prince Albert Street, Brighton.

MRS. M. A. HUGHES announces to parties visiting Brighton, and to Commercial Gentlemen, that the prominent features of her establishment are COMFORT COMBINED WITH ECONOMY.

Good Coffee Rooms, Private Dining Rooms, and comfortable Sleeping Apartments, which may be engaged either by the day or week.

This estabislhment is situate in the immediate vicinity of the Town Hall, near to the Sea, and within convenient distance of the Baths, Libraries, &c.

Mrs. Watson's Commercial Lodging House,

31, ARUNDEL-STREET, STRAND,

Near the Public Offices, Theatres, and all places of Amusement.—This will be found desirable by all persons visiting London on business or pleasure in consequence of no extra expenses. Bed and breakfast, 3s., including servants. Good private rooms, if required.

GEORGE AND JOHN DEANE'S

LONDON BRIDGE GUN MANUFACTORY.

The rapid increase of their gun business rendering separate premises necessary, G. and J. DEANE have removed their stock, workshops, &c, to the warehouse lately occupied by Messrs. Groocock and Co., Gunmakers, No. 30, King William Street, nearly opposite to Deane's Warehouses and Manufactories, No. 46, but nearer the statue of King William the Fourth. In addition to their usual stock, and that which they have purchased of Messrs. Groocock and Co., all offered at prices unusually low, G. and J. Deane have recently finished some very exquisite specimens of their Registered Central Fire Gun, and other manufactures. Their Stock of pistols and shooting tackle is complete, and every article they sell is warranted.

Deane's Gun Manufactory, 46, King William-street, London-bridge.

George & John Deane's Improved Cooking Stove

Is in daily operation in the Stove and Fender Department of their Furnishing Show Rooms. It exhibits the latest improvements, and is constructed of the most durable materials and in the most workmanlike manner; the whole is the result of many years' experience and a constant and extensive observation. G. & J. Deane's Cooking Stove has been introduced into the Culinary Department of Guy's Hospital, and the Magdalen, the New Hummums Hotel, Covent-garden, and Gray's-inn Coffee-house, where, as well as in many other public establishments, it gives the most unqualified satisfaction.

Deane's, opening to the Monument, 46, King William-street, London Bridge.

THE BATH DEPARTMENT

Of GEORGE an JOHN DEANE'S Furnishing Show Rooms has of late received many valuable additions. Besides the Polycrene Bath, which has only been brought out within these few days, and combines, with the ordinary verticle shower, a fountain-flow springing up about the legs and feet, and various horizontal showers playing all round, and affording one of the greatest luxuries which art has hitherto devised in the application of water to the human body, G. and J. Deane have a large stock of the varieties used in hydropathic institutions, together with pneumatic and universal antique warm baths, and vapour, sponge, hip, nursery, portable shower, foot and leg baths, and which G. and J. Deane's carts are delivering in all parts of the metropolis daily. Baths let on hire.—George and John Deane's Warehouse, Show Rooms, and Manufactories, opening to the Monument, 46, King William-street, London Bridge.

ELECTRO-SILVERED DEANEAN PLATE.

This beautiful Manufacture possesses advantages which no other description of Plated Goods can offer. The union of the silver with its base being perfect, they constitute together but one body; and the silvery whiteness of the Deanean Plate renders the disappearance of the electro coating, after long time and constant use, scarcely observable. G. and J. DEANE have just completed a very choice collection of Electro-Silvered Deanean Articles, comprising Table and Dessert Spoons and Forks, Tea and Gravy Spoons, Soup and Sauce Ladles, Table and Chamber Candlesticks, Sets of Cruets and Liqueurs, Tea and Coffee Sets, and every other description of Goods ordinarily Manufactured in Silver.—George and John Deane's Warehouse, Show Rooms, and Manufactories, 46, King William-street, London-bridge.

GEORGE & JOHN DEANE ARE MANUFACTURING

GIG, TANDEM, & CARRIAGE HARNESS,

ON THEIR PREMISES, No. 2, ARTHUR STREET, EAST.

For beauty of style, excellence of workmanship, and lowness of price, these Manufactures are not to be surpassed. G. and J. Deane's Stock of London-made Saddles is exceedingly choice, besides which they have a beautiful collection of Whips, Spurs, Gig and Carriage Lamps, together with Horse Clothing, Brushes, Sponge, and every other article connected with the Stable. This department of their business is also a Depot for Brass and Iron Bedsteads, solid Leather Portmanteaus, Canteens of the best seasoned wood, Carpet Bags, and every requisite for Travelling.

DEANE'S, opening to the Monument, London-bridge.

GENUINE HAVANNAH CIGARS.

EDWIN WOOD, 69, KING WILLIAM-STREET, CITY, begs to inform the admirers of a FIRST-RATE HAVANNAH CIGAR, that they will find at this establishment the largest and choicest assortmenti r London, selected with great care by an experienced manufacturer in Havannah, and consigned direct to the advertiser. The Stock comprises the first qualities from the Manufactories of Messrs SILVA & Co., Cabana, Woodville, Norriega, La Unions, Regalia, &c.; some very superior Old Principes, Government Manillas, and Planchadas; Bengal and Porto Rico Cheroots, with every other description now in demand. A large and select stock is always kept in bond, from which gentlemen going abroad can at all times make their own selection.

Annexed is a List of the present Prices for Cash:

Genuine Havannahs....	18s. 0d.	Bengal Cheroots	12s. 0d.	King's.....	28 to 35s. 0d.
Ditto Superior.....	22 0	Trabucos.....	26 0	Queen's	28 to 35 0
Ditto the finest imported	26 0	British Havannahs	12 to 16 0	The "Far-famed" Old Cubas	12 0
Ditto Old Principes	24s. to 26 0	Porto Rico Cheroots	9 to 12 0		
Regalias.....	18 0	Chinsurah or Bengal	9 to 12 0		

Wholesale, Retail, and for exportation. A Post-office Order is requested with country Orders.

THE ARMY.

NOBLEMEN and Gentlemen obtaining their Commission, and Officers going to India, are respectfully invited to inspect PRATT'S New MILITARY METALLIC BEDSTEADS, COUCHES, OAK & MAHOGANY DRAWERS, TUB, WASH HAND STANDS, and every other requisite for Home and Foreign Service. A complete Outfit, of the best quality, is supplied at prices extremely advantageous.—For Railway and Steamboat travelling PRATT'S newly-patented PORTMANTEAU will be found invaluable, and can only be obtained at PRATT'S CAMP EQUIPAGE Manufactories, 123, NEW BOND-STREET, and 19, COCKSPUR-STREET.

THE BEST FOOD FOR INFANTS AND INVALIDS.

ROBINSON'S PATENT BARLEY has not only gained the patronage of Her Majesty and the Royal Family, but has become of general use to every class of the community, and is acknowledged to stand unrivalled as a Food for Infants, Children, and Invalids—pure and nutritious. It is also much approved for making a Delicious Custard Pudding, for Thickening Broths, and Soups, and for making a superior Barley Water in a few minutes.

ROBINSON'S PATENT GROATS

Form another Diet universally esteemed for making a Superior Gruel in ten minutes, light for supper; and, alternately with the Patent Barley, is an excellent food for Children and Invalids; being particularly recommended by the Faculty as the purest and best preparation of the kind extant. Sold by all respectable Grocers, Druggists, and Oilmen, in Town and Country, in Packets at 6d., 1s., and in Family Canisters, at 2s., 5s., and 10s., each.

ROBINSON & BELLEVILLE, Purveyors to the Queen, 64, Red Lion-street, Holborn, London.

WEAK LEGS, KNEES, AND ANKLES.

G. CRADDOCK, No. 35, Leicester-square, many years with the late firm of Shoolbred and Renwick, of Jermyn-street, St. James's, begs to announce his Improved ELASTIC STOCKINGS, KNEE CAPS, SOCKS, &c., as decidedly superior to any other article yet offered to the public for giving permanent support to the leg in cases of weakness, varicose or enlarged veins, and dropsical affections: to the knee or ankle joints, after fracture or dislocation; and also in cases of weakness arising from inflammation, rheumatism, or gout. Patent Elastic Belt Manufacturer. Warranted to keep their position.

SUPPORT FOR WEAK LIMBS.

In all cases where Mechanical support is required for Joints or Limbs, Shoolbred & Co. can confidently recommend their Patent Elastic Bandages, which have been patronized for many years by the most eminent Surgeons, as the only means of relief for Varicose Veins, Ædematous Legs, weakness of the Knee or Ankle Joints, and wherever an equally diffused pressure is required.

SHOOLBRED & Co., Patentees, 34, Jermyn Street, St. James's, London.

STIVENS'S ORIGINAL GREEN GINGER WINE.

THE extensive demand for this far-famed Wine has rendered it necessary to appoint Agents in all the principal Towns throughout the Kingdom. The fine rich flavour and very superior quality of STIVENS'S GREEN-GINGER WINE has long been admitted, and from its wholesome ingredients it has been strongly recommended by the Faculty, as a salutary and efficient Stomachic.

To give a general circulation to the numerous testimonials of its superiority would be a needless expense; it may be briefly stated that it has satisfied the most critical tastes, and it is extensively patronised in the highest circles. After a single trial it is believed that it will always be used in preference to other Ginger Wine, though the price is a trifle higher.

To prevent deception, each cork is enveloped with a label, and signed, JOHN STIVENS & CO.

☞ For Agencies, address, STIVENS'S WINE MANUFACTORY, Temple-street, Bristol; or to their Branch Establishments, South John-street, Liverpool, or Budge Row, London.

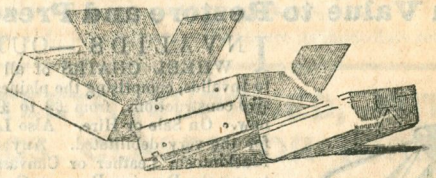
HEAL & SON'S LIST OF BEDDING.

Containing a full description of Weights, Sizes, and Prices, by which purchasers are enabled to judge the Articles that are best suited to make a good Set of Bedding. Sent free, by post, on application to their Establishment, the largest in London, exclusively for the Manufacture and Sale of Bedding (no bedsteads or other furniture being kept).

HEAL and SON, Feather-dressers and Bedding-manufacturers, 196 (opposite the Chapel), Tottenham court-road.

TRAVELLERS SHOULD SEE

PRATT'S PATENT COMPENDIUM PORTMANTEAU.



Travellers by Railways especially, and Steam Boats, will find this newly-invented Portmanteau admirably adapted beyond all others for the convenience it affords, and the facility with which it is packed and unpacked. It combines with it an Expanding Bag, and also opens to four compartments, by which contrivance much time is saved, as it is at once accessible to the entire contents, which prevents Dresses from being unnecessarily disarranged. For Ladies' Dresses, and Military Clothes, requiring room and separate packing, it will be found invaluable. It can only be obtained at PRATT'S MILITARY and TRAVELLING OUTFIT WAREHOUSES, 123, New Bond Street and 19, Cockspur Street, London; where also will be found every requisite for the Military Officer, the Indian Traveller, and the Tourist.

Pratt's Improved Railway Direction Plate, to prevent the Loss of Luggage.

PHOTOGRAPHY.

Great improvements have been recently effected in this interesting and extraordinary Science by **Mr. BEARD**, the Patentee, in the process of taking and Colouring Likenesses: the Public are particularly invited to an inspection of Varieties at the Establishments, 85, King William-street, City; Royal Polytechnic Institution; and 34, Parliament-street: where exchanges for New in lieu of Old Portraits may be had on payment of 5s. Colouring Small Busts, 5s

CARRIAGES.

The attention of Gentlemen about purchasing, or having Carriages to dispose of, is invited to

MARKS & CO.'S LONDON CARRIAGE REPOSITORY

LANGHAM PLACE.

An immense stock, new and second-hand, by eminent builders, is always on sale.
The INVALID CARRIAGES so highly recommended by the Faculty may be engaged for any Journey. Carriages to be let on Yearly Job.

CHILDRENS' CARRIAGES.

"And where the Gardiner, Robin day by day,
"Drew me to school along the public way,
"Delighted with my bauble coach, and wrapp'd
"In scarlet mantle warm, and velvet capp'd."—COWPER.

CHILDRENS' Carriages of a very superior elegant and compact build and so easy and perfectly secure that Children may be trusted for an airing to the most careless hands. Now in use from the palace to the cottage. Immense and varied collection from ten shillings to twenty guineas. Children's Chaises vis-a-vis, Waggons, Phætons, Barouches, &c., &c. INGRAM'S Invalid wheel-chair Manufactory, 29, City-road, Finsbury-square, London.

Of High Value to Restore and Preserve Health.

INVALIDS.—OUT AND IN DOOR WHEEL CHAIRS of all designs, studious of comfort to Invalids, comprising the plainest as well as the most expensive constructions, from £3 to £35; second hand as well as new. On Sale or Hire. Also Long Bed or Spinal Carriages for the very debilitated. Any can be had with Hoods of Mackintosh, Leather or Canvass. Self-acting Wheel Chairs to suit the Drawing Room or Garden, by which any degree of exercise for the arms can be obtained.

INGRAM'S Manufactory, 29, City Road, Finsbury-square, London.

N.B. An immense and varied Collection of Children's Carriages for disposal, from ten shillings to twenty guineas,

FLOOR CLOTH WAREHOUSE,

253, Strand, near Temple Bar,

ESTABLISHED 1815.

JOHN WILSON begs respectfully to remind the Public, that he continues to supply seasoned FLOOR CLOTH at the very LOWEST PRICE at which the best article can be manufactured, and requests an inspection of his present stock, which, for soundness of quality and variety of patterns, cannot be surpassed.

SEASONED FLOOR CLOTHS FOR EXPORTATION.

SEA SICKNESS.

THOMPSON'S REMEDY.

During the short period in which th Remedy has been offered to the Public, its sale has exceeded the most sanguine expectation of the Proprietors.

For about two years previous to offering it for sale, this Medicine was most extensively tried, under all circumstances, and in almost every part of the Globe; and the result was, that it was found to prove **effectual in preventing or curing Sea Sickness in 93 cases in 100.**

This remedy for Sea Sickness has frequently been ordered by Medical Men as an invaluable agent in preventing much suffering to those Patients to whom change of climate has been prescribed; and its superiority to any remedy hitherto offered, the ease with which it may be administered, its trifling weight, very compact and portable form, **its being without the least unpleasant taste**—and its reasonable cost, entitle it to the notice of all Tourists and Travellers by Sea. **DOSE.**—For Adults and Children the same: for Infants, one half.

Sold Wholesale and Retail by W. EDWARDS, 67, St Paul's Church Yard, **London**; W. JACKSON, 10, Lower Mecklenburgh-street, **Dublin**; RAIMES & Co., DUNCAN FLOCKHART and Co., and H. C. BAILDON, **Edinburgh**; the APOTHECARIES COMPANY, **Glasgow**; A. MORDAUNT, Chemist, **Southampton**; KELLY, Chemist, **Douglas, Isle of Man**; EVANS, ONS, and Co., J. J. JACKSON, and Co., and by the Proprietors

Thomas Thompson & Son, Chemists, 12, Church-st. Liverpool,

and retail only by most respectable Druggists in the principal Seaports in the United Kingdom, in Packages, price 2s. 9d., and in tin cases, equal to six packages, 11s.

A Post-office order for 2s. 11d., to any Agent, will ensure its immediate return by post.

LOSS OF TEETH SUPPLIED, WITHOUT SPRINGS, CLASPS, OR WIRES.

LOOSE TEETH FASTENED; AND FILLING DECAYED TEETH WITH MINERAL MARMORATUM.

MONS. LE DRAY & SON, Surgeon Dentists, 42, Berners-Street, Oxford-Street, London.

Continue to restore decayed Teeth with their celebrated Mineral Marmoratum, so universally recommended by the Faculty of England, France, and throughout the Continent, which substance they are the sole inventors and possessors of. The operation is performed without the least pain; it is placed into the cavity in an almost liquid state, and in a few seconds hardens into enamel, preventing and curing the TOOTH ACHE, arresting all further progress of decay, allaying in one minute the most excruciating pain, and rendering the operation of extraction unnecessary. They also FASTEN LOOSE TEETH, whether arising from age, neglect, the use of Calomel, or Disease of the Gums. Incorrodible ARTIFICIAL or NATURAL TEETH, of surpassing Beauty, to Match in colour and shape those left in the Mouth, Fixed, from One to a Complete Set, without extracting the roots, or giving any pain, at the following Charges:—A Single Tooth, 0s.; a Set, £5 5s. Arranged on the most approved principles, and restoring perfect Articulation and Mastication.

MONS. LE DRAY & SON'S "Treatise on the Diseases of the Teeth and Gums" may be had Gratis, by application at their Residence. At home from 10 till 6.—42, Berners-Street, Oxford-Street.

DAKIN & COMPANY

TEA MERCHANTS.

It is important that it should be, although at present it is not

UNIVERSALLY KNOWN,

that the expense of bringing Tea over from China, and the duty (namely, 2s. 2½d. per pound) payable to our government on its arrival here, are the same on all descriptions, whether good or bad. Consequently

THE PURTY AND GOODNESS OF TEAS

depend on the prices first paid for them when purchased in China from the growers.

We would have all, therefore, aware that in this country the quality of Tea increases *more* than the advance of prices would appear to justify: as, for instance—the Tea costing in China 2s. per pound, which (when the duty, namely, 2s. 2½d. per pound, and the expense of carriage, profit, &c., is added) cannot be sold here under 4s. 6d. per pound, is evidently

TWICE AS GOOD

as that costing in China 1s., which, when the duty, &c., is added, cannot be sold here under 3s. 6d. per pound; so that, whilst the price increases only about one-fourth, the Tea becomes twice as good in quality.

Having now made it manifest that the fine, or higher-priced Teas, are proportionately the cheapest, being infinitely better than

THE PRICE WOULD APPARENTLY WARRANT,

we will add a few words on our already widely appreciated system of business,

WE SELL NONE BUT GOOD AND PURE TEAS

and will uniformly prove that purity, fineness, and excellence of quality, combined with an

UNPARALLELED SMALLNESS OF PROFIT,

are the distinguishing characteristics of Number One, St Paul's.

As we were those on whom the honour devolved of fully carrying out the philanthropic measures of government in the recent reduction of the duties on coffee, we are determined to maintain unequalled a combination of excellence and cheapness in that article. We would now especially recommend to the inhabitants of the kingdom at large, Our fine full flavoured Black Tea at 4s. per lb.

Our full Pekoe and Souchong-flavoured Tea at 4s. 4d. per lb., and

Our finest true rich Congou at 4s. 6d. per lb., which is an old-fashioned fine Tea, such as the East India Company used to bring over. All these Teas will give great and general satisfaction.

We also supply all the rare Teas imported at equally moderate prices.

Coffees mellow in ripeness and richness of flavour at 1s. 8d. per lb., or 12lbs. for one Sovereign.

All orders sent by post will receive the greatest care and attention, if accompanied by a respectable reference or a post office order.

Shopkeepers and all large consumers may at all times be supplied with any quantity of chests or lots of Tea and all purchasers will be allowed 1lb. on every 30lbs. as overweight.

Orders from the country will be forwarded *carriage free.*

The visitors to London are fearlessly assured that they may save a considerable portion of their Railway expenses by purchasing their Teas and Coffees

At Number One, Saint Paul's Churchyard,

which is in the very centre of England's Metropolis, and a position more easily identified than any in

LONDON.

FOR SUMMER TRAVELLING.

J. SAYCE

Begs to introduce to public notice, as particularly suited for

SUMMER COATS,

a perfectly novel and beautiful Fabric, recently invented, which is manufactured of the finest Saxony wool, without any admixture of cotton, or other inelastic substance. Its appropriate name of

VENETIAN CLOTH

implies the nature of its texture, which is luxuriously soft and light. It is rendered Waterproof by

THE IMPROVED PROCESS,

which effectually excludes moisture, but allows of perfect ventilation. Its properties, therefore, adapt it not only to the variable climate of Britain, but to the more genial atmosphere of other countries, where it will be found

Invaluable to Travellers.

The style of Coat mostly adopted this Season is one which, from its neatness, admits of being worn either as an

OVER-COAT, OR LIGHT FROCK COAT.

PRICE Two Guineas and a Half.

J. SAYCE, Tailor, &c., 53, Cornhill, London.

ASHLEY & COMPANY,

TEA, COFFEE, AND SPICE WAREHOUSE,

15 & 16, *Strand, Opposite the Golden Cross.*

TEAS.

Good Strong Congou	3s. 6d.	Hyson kind	4s. 8d.
Fine full rough flavoured ditto	4 0	Fine Hyson	5 0
Strong rich Souchong-flavoured ditto	4 4	Superior ditto	6 0
Finest Congou, the strongest Tea imported	4 8	Pearl Leaf Gunpowder	6 0
Superior Souchong, rich delicate flavour	5 0	Superior Silvery Leaf	7 0
Good Green Tea	4 0		

COFFEES.

Good Ceylon Coffee	1 0	Finest Jamaica, rich mellow flavour	1 6
Fine Plantation	1 4	Rich Old Mocha, of great strength & flavour	2 0

Country orders, with a remittance or town reference, promptly executed.
Coaches to all the Railway Stations from the door.

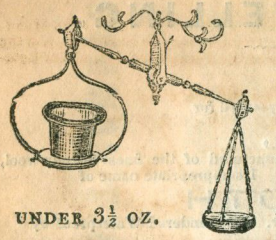
Perfected Filter Inkstand, with Moveable Disc.

JAMES PERRY & Co. have the pleasure to announce that they have succeeded in PERFECTING their Patent Filter Inkstand, by introducing a MOVEABLE DISC. It is durable and faultless, and will be found superior to any other Inkstand in the trade. The price is also considerably reduced.

N.B.—The Moveable Disc can be applied to any of the former Filter Inkstands, at a moderate charge.

Patent Perryian Gravitating Inkstand, 3s., 4s., and 5s. 6d. each.

PERRYIAN INK, 6d., 1s., 2s., and 6s. per bottle. This Ink is most suitable for all kinds of Metallic Pens, and exceedingly good for Pens made from Quills. Sold by all Stationers and dealers in Metallic Pens; Wholesale and for exportation at the Manufactory, No. 37, Red Lion Square, London.



UNDER 3½ OZ.

ANTI-PARIS HATS.

GEORGE ARNOLD (late Perrin), 57, Cheapside, two doors east of Bow Church, can confidently recommend the above Hats to those gentlemen who value the pliability and comfort connected with a Beaver as compared with a Silk Hat. The low price also (17s. 6d. for cash) added to their remarkable shortness of nap, is deserving of notice, as it is usual to charge 28s. or 30s. for Beaver Hats equally short in the nap.

Paris Hats, 8s. 6d. and upwards; Gossamer, 4s. 9d. and 6s. 3d.; Extra Light Paris Hats, weight 3½ ounces! 12s. each; especially recommended to those gentlemen who suffer from *Headache*.

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COMPLETE SYSTEM OF MEASURING THE HEAD.

	In.	¼	½
1 The circle of the head	1—		
2 From the temple round the rise of the back of the head to temple	2—		
3 From top of one ear over the head to the other	3—		
4 From the hair on forehead to the pole of the neck	4—		

And for Scalps, a paper pattern, cut to the bald space, is all that is required—with pattern of hair enclosed.

Country Orders, with reference in Town, punctually attended to. Specimens forwarded to all parts of the Kingdom, postage free,

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R. BECK & CO. have the honour to submit to wearers of *decorative* hair a *Head-dress* of the most extraordinary manufacture ever yet introduced to public notice. Dispensing with every kind of foundation, it cannot possibly shrink, even if placed in *boiling water*, and is so light and open, that the smallest print can be read through it, and yet defies detection. This beautiful invention, with R. B. & Co.'s superior system of *modelling*,—*fitting*,—and *finishing* (never accomplished or known to wig-makers) renders it the *ne plus ultra* of art and science. Ladies and Gentlemen suffering from nervous headaches, or complaints of the head, will find these head-dresses most delightful and invaluable, and positively necessary for their health and comfort. The *Hair Cutting* department is rendered an object of care, skill, and attention, comprising the most talented practitioners in Europe.

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Heads of Hair Manufacturers, 79, Cheapside.

The Gentleman's Real Head of Hair, or Invisible Peruke.

The principle upon which this Peruke is made is so superior to everything yet produced, that the Manufacturer invites the honour of a visit from the Sceptic and the Connoisseur, that one may be convinced, and the other gratified, by inspecting this and other novel and beautiful specimens of the Peruqueian Art, at the Establishment of the Sole Inventor,

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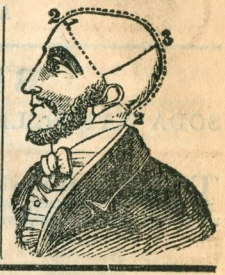
F. Brown's Infallible mode of Measuring the Head.

Round the Head, in manner of a Fillet, leaving the Ears loose	As Dotted 1 to 1.	Inches.	Eighths.
From the Forehead over to the Pole, as deep each way as required	As Dotted 2 to 2.		
From one Temple to the other, across the rise or Crown of the Head to where the Hair grows	As Marked 3 to 3.		



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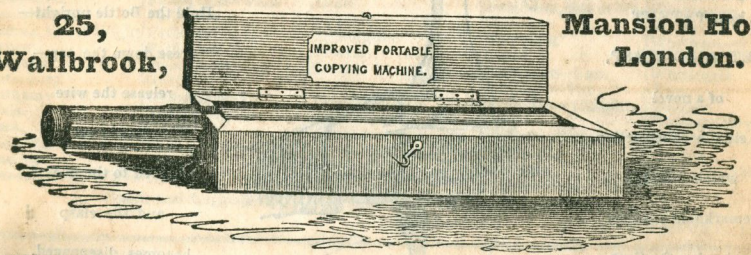

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Price, furnished with every requisite for its use, One Guinea.

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The only Paint expressly invented and adapted for this purpose, is JOHNS & Co.'s PATENT STONE COLOUR STUCCO PAINT; it is far better for Stucco Work than White Lead—is much more durable, and less costly—its colour is that of pure Bath Stone. MANN & Co., Agents for the Patentees, 5, Maiden-lane, Queen-street, Cheapside.

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H. TAYLOR, Chemist, 10, Pall Mall, London, has prepared Castor Oil in a CONCENTRATED form inclosed in Capsules of Gelatine, by which the disagreeable taste of the Medicine is entirely avoided. Each Capsule is equal to a dessert spoonful of Castor Oil. These are sold in boxes, containing twenty-four, at 2s 6d each, and can be procured of all respectable Chemists throughout the kingdom.

Ask for TAYLOR'S Castor Oil Capsules.

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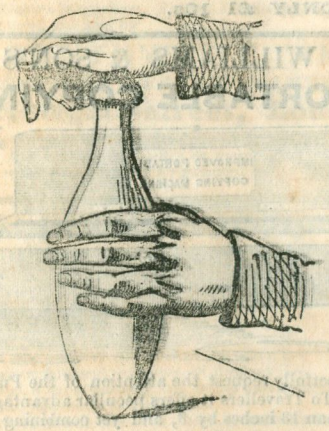
SODA WATER, LEMONADE, LEMON-FLAVOURED SODA WATER,

AND GINGER DRAUGHT.

THESE refreshing beverages are prepared in SILVERED CYLINDERS, with much care and accuracy, and with the purest ingredients. They are highly charged with gas, which is repeatedly washed, to deprive it of every impurity.

Each Bottle is secured by a PATENT METALLIC CLASP, of a novel and simple construction, which affords remarkable facility in releasing the Cork.



TO OPEN.

Hold the Bottle upright—press down the top—release the wire that is not fastened to the neck—and the clasp becomes disengaged.

B. & E. prepare their SODA WATER with different definite proportions of Soda, as indicated on the label; it possesses the most sparkling and unrivalled brilliancy.

They invite particular attention to their LEMON-FLAVOURED SODA WATER—a peculiarly pleasant and wholesome beverage, combining the deliciousness of Lemonade with the exhilarating briskness and antacid properties of plain Soda Water. It is therefore recommended by the faculty as being both salutary and grateful to persons subject to indigestion.

They would recommend their LEMONADE for the delicacy of its flavour.

Their GINGER DRAUGHT will be found to be an admirable stomachic.

KALI OR POTASS, MAGNESIA, CHELTENHAM, SELTZER, and other effervescing waters prepared in SILVERED CYLINDERS, by BEWLEY and EVANS, Chemists, &c., Manufacturers of Mineral Waters, by special appointment, to the Lord Lieutenant of Ireland.

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TO Families leaving Town for the Autumn Season.—R. CROSSLEY would recommend to the notice of those who leaving town for a few months, the advantages to be derived from purchasing at this establishment. The following is at present his reduced List of Prices:—

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SUPERIOR FLAVOURED, WINTER CURED SMOKED HAMS, warranted to keep good and retain their flavour, from 7 lbs. and upwards, from 7d. per lb.

OLD CHESHIRE CHEESE for Household purposes, at 6½d. per lb. Rich and Fine Flavoured North Wiltshire Cheese, from 7d. per lb. Fine Double Gloucester, Rich Daires of Chedder, and most other descriptions of Cheese, at equally moderate prices.

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Stilton House, 147, Holborn Bar, City,

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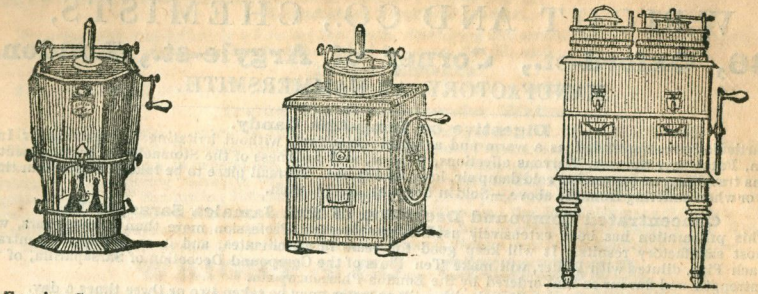
N.B.—SUPERIOR WESTPHALIA HAMS.

BASS'S
East India Pale Ale.

Dr. PROUT, who has analyzed this ALE, in his work on "Diseases of the Stomach, &c.," after condemning common Ales, especially recommends this to weakly persons; and Dr. MARSHALL HALL, in his Paper on Consumption, published in *The Lancet* of the 20th of April, 1844, speaks of BASS'S PALE ALE as the only stimulant admissible in the diet of persons threatened with symptoms of the incipient state of that disease. In excellent condition, in Casks and Bottles, at their appointed Agents,

H. & G. BERRY & CO.,
No. 3, St. James's Street,
LONDON.

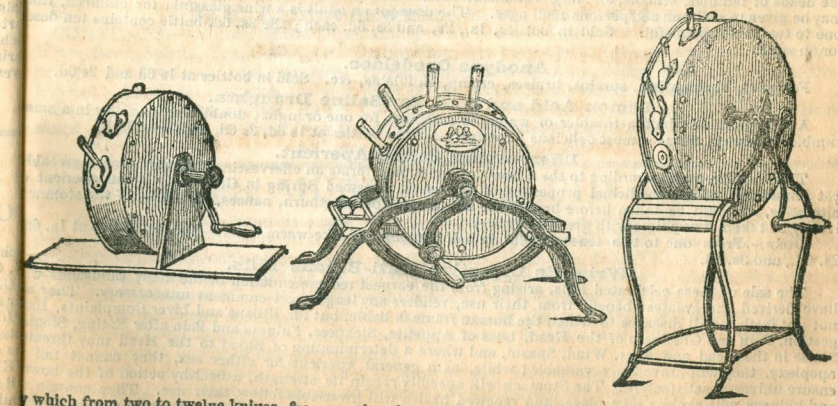
MASTERS'S PATENT FREEZING APPARATUS,



For Freezing Cream and Water Ices, Making Blocks or Cylinders of Pure Rough Ice, Cooling Wine, &c., at one and the same time, with and without Ice. The nobility, gentry, merchants, &c., are most respectfully informed, that the above Apparatus will be shown in operation between the hours of two and three in the afternoon, on Tuesdays, Thursdays, and Saturdays, at 56, Upper Charlotte-street, Fitzroy-square.

Price £5 5s., and upwards.

Also the Patent Rotary Knife Cleaner, Polisher, &c.,



by which from two to twelve knives, &c., may be cleaned and brilliantly polished in less than one minute. Heads of Families, and the Public in general, will find it their interest in making trial of this invention, as it is adapted to the convenience of all classes of society.

Price, from 25s. and upwards.

SELECT MEDICINES AND OTHER ARTICLES,

PREPARED AND SOLD BY

WRIGHT AND CO., CHEMISTS,

336, Oxford-st., Corner of Argyle-st., London.

MANUFACTORY, AT HAMMERSMITH.

Digestive or Long-Life Candy.

Particularly recommended as a warm and agreeable stimulant, without irritating the system, for Indigestion, Fatulency, Spasms, Nervous affections, pain in, and weakness of the Stomach; of great benefit to persons travelling, or exposed to cold damp air, long fasting, &c. A small piece to be taken three or four times a day, or when suffering from the above.—Sold in boxes at 1s. 6d. each.

Concentrated Compound Decoction of Red Jamaica Sarsaparilla.

This preparation has been extensively used by the Medical Profession more than twenty years, with the most satisfactory results. It will keep good for years in all climates, and is so highly concentrated that each Pint, diluted with Water, will make Ten Pints of the Compound Decoction of Sarsaparilla, of the same strength and flavour as that ordered by the London Pharmacopœia.

DOSE.—Half a wine glassful diluted with milk or water, may be taken two or three times a day.

Half-pints, 6s, and Pint Bottles 11s. each.

Professor Green, late of King's College, and St. Thomas's and Guy's Hospitals, speaking of Sarsaparilla in his Lectures on Surgery, says—

"It increases the tone and vigour of the system without quickening the pulse; produces increase of tone without increase of action; it makes the pulse strong, and increases the secretions. The good effects of this, medicine are so obvious in many cases, that it was supposed at one time to possess a specific effect over many diseases. Among the remedies we possess, I should say sarsaparilla stood first; and there are but few good practitioners in London who do not attribute much efficacy to Sarsaparilla."

Prepared upon a new principle by the aid of steam in vacuum.

The Compound Senna Mixture, or Black Draught.

A very mild and efficacious aperient will keep good for any length of time. Particularly recommended to the heads of families, schools, and large establishments, as an effectual, mild, and safe aperient medicine. It may be given to children and persons of all ages. The dose for an adult is a wine glassful; for children, from one to two table spoonsful. Sold in bottles, 1s., 2s, and 3s. 6d. each; the 3s. 6d. bottle contains ten doses for an adult.

Anodyne Opodeldoc.

For gout, rheumatism, sprains, bruises, cramp, chilblains, &c. Sold in bottles at 1s 6d and 2s 6d.

Lemon Acid and Kali, for Saline Draughts.

A tea spoonful in half a tumbler of water, is sufficient for one draught; double the quantity in a small tumbler of water, forms a most delicious beverage.—Sold in bottles at 1s 6d, 2s 6d, and 5s each.

Effervescing Saline Aperient.

This Powder, used according to the following Directions, forms an effervescing Draught, more agreeable, yet possessing all the medicinal properties of the much esteemed Spring in Germany. As an aperient or alterative, it should be taken before breakfast; but in cases of heartburn, nausea, or acidity of the stomach, it may be taken at any time with great advantage.

DOSE.—From one to two tea spoonsful, in half a tumbler of luke-warm water.—Sold in bottles at 1s. 6d., 2s. 6d., and 3s. 6d.

Wright's Digestive Anti-Bilious Pills.

The sale of these celebrated Pills, arising from the earnest recommendation of the many thousands who have derived the greatest benefit from their use, renders any lengthened comment unnecessary. They are not put forth for all diseases to which the human frame is liable, but for Bilious and Liver Complaints, Indigestion, Pain and Giddiness of the Head, Loss of Appetite, Sickness, Fulness and Pain after Eating, Singing Noise in the Head and Ears, Wind, Spasm, and where a determination of Blood to the Head may threaten apoplexy, they will prove truly valuable; while, as a general Aperient for either sex, they cannot fail to ensure universal satisfaction. The Stomach will speedily regain its strength, a healthy action of the bowels and kidneys will rapidly take place, and renewed health will invariably follow their use. They contain no pernicious ingredient whatever, being prepared with the finest and most choice stomachic and aperient medicines of the vegetable kingdom, and are so peculiarly mild in their action, as to require no confinement or alteration of diet. Elderly persons, or the most delicate females, will find them an excellent medicine, as they strengthen the system, and benefit the general health; and those leading a sedentary life will experience, from their use, a certain assistance to repel the attacks of disease, arising from neglect, intemperance want of exercise, or effects of climate.—In boxes at 1s 1½d and 2s 9d each.

Soluble Cayenne Pepper.

This new and elegant preparation possessing in a concentrated state all the properties of genuine Cayenne, with the great advantage of perfectly dissolving itself in every description of sauce, by which means the true flavour of Cayenne Pepper is obtained in the hiighest perfection, and a considerable saving effected, being more than three times the strength of the ordinary Cayenne Pepper.

Vegetable Tooth Powder.

For preserving and delicately whitening the Teeth, destroying any accumulation of Tartar, strengthening the Gums, and preventing the Tooth Ache.—Sold in boxes, 2s. 6d. each.

Italian Essence.

A new and elegant perfume for the Handkerchief.—Sold in bottles, 3s 6d each.

Treble Distilled Lavender Water.

Of superior fragrance, extracted from the Flowers.—Half-pints, 3s 6d, Pints, 6s. 6d. each.

Purchasers of any of the above valuable and highly-esteemed Preparations, will be presented, *Gratis*, with a Catalogue of Medicines in general use, with their Properties, Doses to Children and Adults, and the best method of administering them; to which is added, an improved Medicine Chest Directory, and the most approved method of fumigating infectious chambers, &c. Also, plain and concise directions for removing or counteracting the effects of Mineral, Animal, and Vegetable Poisons; the Royal Humane Society's Plan for Restoring Suspended Animation; the Treatment of Apoplexy, &c.; observations on Bathing and Hydrophobia; and a concise description of the most celebrated Mineral Waters, with their Medicinal Qualities.

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TO THE NERVOUS AND DISPEPTIC.

Elegant Pocket Edition, Price One Shilling, by post One and Sixpence.

WHAT TO EAT, DRINK, AND AVOID.

"How we should live—what eat—what drink—what shun;
To reach in health full three score years and ten."

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Sherwood, 23, Paternoster Row; Carvalho, 147, Fleet-street; Hannay, 63, Oxford-street; Mann, 39, Cornhill; or direct from the Author, 21, Arundel-street, Strand.

At home daily till 2, evenings 7 till 9.

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Prepared under the immediate care of the Inventor, and established for upwards of thirty years by the PROFESSION, for removing BILE, ACIDITIES, and INDIGESTION, restoring APPETITE, preserving a moderate state of the bowels, and dissolving uric acid in GRAVEL and GOUT; also as an easy remedy for SEA SICKNESS, and for the febrile affection incident to childhood it is invaluable.—On the value of Magnesia as a remedial agent it is unnecessary to enlarge; but the Fluid preparation of Sir James Murray is now the most valued by the profession, as it entirely avoids the possibility of those dangerous concretions usually resulting from the use of the article in powder, and in the over-dosed liquids of detected imitators.

Sold by the sole consignee, Mr. Bailey, of North-street, Wolverhampton; and by all wholesale and retail Druggists and Medicine Agents throughout the British Empire, in bottles, 1s., 2s. 6d., 3s. 6d., 5s. 6d., 11s., and 21s. each.

☞ The Acidulated Syrup in Bottles, 2s. each.

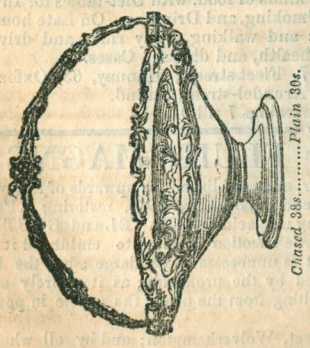
N. B.—Be sure to ask for "Sir James Murray's Preparation," and to see that his name is Stamped on each label IN GREEN INK, as follows:—"James Murray, Physician to the Lord Lieutenant."

C. WATSON'S handsomely ILLUSTRATED CATALOGUE and PRICE CURRENT, is Just Published; and Families who regard economy and elegance, should possess themselves of this useful Book, which may be had **Gratis**, and Post Free from the above Address.

ELEGANCE AND ECONOMY FOR THE TABLE.

WATSON'S ALBATA PLATE.

CAKE BASKET.



Chased 38s.....Plain 30s.

WATSON'S NEW ALBATA PLATE,

41, & 42, BARBICAN, CORNER OF PRINCES STREET,

Five minutes walk from General Post Office,

AND AT 16, NORTON FOLGATE, BISHOPSGATE,

Fifty Doors from the Eastern Counties Railway.

SILVER SUPERSEDED, and those corrosive and injurious metals, called, Nickel and German Silver, supplanted by the introduction of a new, and perfectly matchless ALBATA PLATE. C. Watson, aided by a person of Science, in the amalgamation of Metals, has succeeded in bringing to Public Notice, the most beautiful Article ever yet offered; possessing all the richness of Silver in appearance—with all its durability and hardness—with its perfect sweetness in use—undergoing as it does, a Chemical Process, by which, all that is nauseous in mixed Metals is entirely extracted—resisting all Acids—may be cleaned as silver, and is Manufactured into every Article for the Table and Sideboard.

C. Watson begs the Public will understand that this Metal is peculiarly his own, and that Silver is not more different from Gold, than *his* Metal is from all others; the Public will therefore have no difficulty in discovering the animus which directs the virulent attacks made against him, by a party who is daily suffering from the unparalleled success which has marked the progress of *his* New Plate since its introduction. C. W. unlike this *party*, courts comparison, feeling confident that the result will establish its pre-eminence. Entire Services of Plate Purchased.

Albata Plate.	*Fiddle.*	*Strong Fiddle*	*Threaded*
Table Spoons.....	16 6 doz.	1 1 0 doz.	1 10 0 doz.
" Forks	16 6 "	1 1 0 "	1 10 0 "
Dessert Spoons...	12 6 "	16 6 "	1 5 0 "
" Forks ...	12 6 "	16 6 "	1 5 0 "
Tea Spoons	5 6 "	8 0 "	13 6 "
Salt Ditto	6 0 "	12 0 Gilt	18 0 gilt,
Mustard Ditto ...	6 0 "	12 0 Gilt	13 6 "

Albata Plate.	*Fiddle.*	*Strong Fiddle*	*Threaded.*
Egg Spoons	7 0 doz.	15 0 Gilt	24 0 Gilt
Gravy "	3 6 ea.	4 6 ea.	7 6 ea.
Sauce Ladles.....	1 9 "	2 3 "	3 9 "
Soup "	6 6 "	8 0 "	11 0 "
Sugar Tongs.....	1 3 "	1 9 "	3 0 "
Fish Knives	5 6 "	8 6 "	12 6 "
Skewers		4d. in.	6d. in.

Threaded Pattern Albata Plate Handle Table Knives, Steel Blades, 22s. 6d. per doz.—Desserts 18s. 6d. per doz.—Carvers 6s. 6d. pair.

Three Papier Mache Tea Trays, full sizes, ornamented for 35s.—Patent Candle Lamps 9s. 6d.—Solar Lamps to burn common Oil 22s. 6d.—Bronze Fenders 9s. 6d. Steel Fire Irons 4s. 6d. per set.—Ivory Handle Table Knives, rimmed Shoulders 11s. per Doz. Desserts 9s. per doz. Carvers 4s. 6d. per pair.

CAUTION!—Watson's New Albata Plate, can only be had Genuine at the Warehouses of the Inventor 41, & 42, Barbican, corner of Princes Street, and at 16, Norton Folgate, Bishopsgate, Wholesale and Retail Jeweller, Silversmith, Cutler, and General Furnishing Hardwareman, Established 1794

PATENT PARAGON CAMPHINE LAMPS.—The great fault which was last year found with the Vesta, from its great smoke and emission of black smut, is happily entirely obviated in the Paragon which surpasses, in brilliancy and whiteness of light, anything hitherto seen—giving the light of 16 wax candles, at the cost of one half-penny per hour. The largest stock in London to select from at C. WATSON'S Warehouses, 41 & 42, Barbican, and 16, Norton Folgate. The Spirit, analysed and recommended by Dr. Ure, is delivered by C. Watson's carts, at 4/ per Gallon, in screw cans.

THE ONLY SUBSTITUTE FOR SILVER

THAT CAN BE DEPENDED ON

For Purity, Hardness, Durability, and an unchangeable Silvery Whiteness of Appearance, which requires so much scrutiny to distinguish from the great variety of elegant Articles made of BARLOW'S BRITISH PLATE. Warranted to stand the test of Aqua Fortis, and to retain their silver-like appearance so long as the Articles endure. Detailed List of Prices, with Engravings, gratis, but as sample :—

TABLE SPOONS AND FORKS
per Dozen.

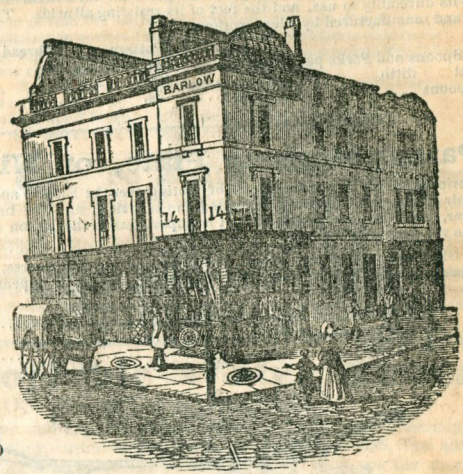
	£	s	d
Plain Fiddle Pattern, No. 1	0	15	0
" " " 2	1	1	0
" " " 3	1	6	0
Double Threaded.....	1	13	0
King's Pattern	1	16	0

DESSERT SPOONS & FORKS
per Dozen.

Plain Fiddle Pattern, No. 1	0	12	0
" " " 2	0	14	0
" " " 3	0	19	0
Double Threaded.....	1	4	0
King's Pattern	1	6	0

TEA SPOONS.
per Doz.

Plain Fiddle Pattern, No. 1	0	6	0
" " " 2	0	8	0
" " " 3	0	10	0
Double Threaded.....	0	13	0
King's Pattern	0	15	0



Tea Pots (the last Silver Pattern,) 25s.; Coffee Pots, 33s.; Cruet Frames, with four best cut glasses, 23s.; Chamber Candlesticks, 8s. 6d.; Table ditto, 18s. 6d. per pair; Toast Racks, 9s.

As the above are all manufactured by first rate Silver workers, J. BARLOW begs to caution the Public against several spurious Low Priced imitations of his Articles, which are only offered to the unsuspecting under the lure of being cheap, the Genuine are only to be had at his Establishment, where no inferior Articles are kept.

A large stock of SUPERIOR TABLE CUTLERY at Prices lower than were ever offered before, and must be seen to judge of their excellence. Every Article Warranted, and is stamped with J. BARLOW'S name on the blade. Exchanged if not approved of.

An extensive assortment of BRONZED FENDERS. Four feet long, 16s. and upwards; and a great variety of New Designs with newly-modeled Ornaments, by first rate Artists.

HIGHLY-POLISHED STEEL FIRE IRONS, from 6s. per set, and upwards.

Persons seeking to lay out their money to advantage will do well to visit this Establishment, when they may effect a considerable saving in their purchases.

James Barlow, 14, King William-st., Mansion House.

ESTABLISHED 1820.

N.B.—General Furnishing Ironmongery and Export Warehouse

A SHOWER BATH WITH CURTAINS, 10s. 6d.

Hazard's Patent Pneumatic Shower Bath, 21s. *Ditto, made very Portable, and Case* 30s. Ditto with Copper Conducting Tubes, Brass Valves, and Pump, from 60s.; Hip Baths, 19s. and 21s. Sponge ditto, 12s., 19s., and 21s.; and every description of Toilet Ware, 30 per cent. under any other house where quality is considered.

THE ONLY SUBSTITUTE FOR SILVER

that will retain its colour when in use, is RICHARD & JOHN SLACK'S chemically purified NICKEL SILVER, which possesses the following advantages over all others:—its pure whiteness and silver-like appearance—its durability in use, and the fact of its resisting all acids. This truly beautiful metal is the same throughout, and manufactured by silver-workers.

	Fiddle Pattern.	Thread Pattern.	King's Pattern.
Table Spoons and Forks per dozen	12s.	28s.	30s;
Dessert ditto ditto	10s.	21s.	25s.
Tea Spoons	5s.	11s.	12s.

Patent Magneto Plate, on Nickel Silver.

The superiority of the Magneto process of plating over the Electro and all other modes, consists in the perfect and fair adhesion of the silver deposited on the article, and the hardness of the silver so deposited, which, in wear, is of the first importance; it is impervious to the action of salts, acids, &c., and may be submitted to a red heat without injury.

R. & J. Slack's Nickel Silver, when plated by the patent process, is the most perfect substitute for silver, and more durable than ever offered to the public, being in appearance and sound, equal to SOLID SILVER.

Table Spoons and Forks, per dozen	38s.
Dessert Spoons and Forks.....	28s.
Tea Spoons.....	16s.

A Bronzed Scroll Fender, with Steel Spear, 10s.

RICHARD and JOHN SLACK are now offering the most extensive and elegant assortment of Fenders in London, embracing the newest designs, at prices thirty per cent, under any other house. Ornamental iron fenders, 3 feet long, 4s. 6d., 3 feet 6 inches, 5s. 3d., 4 feet, 6s.; ditto bronzed, from 6s. rich scroll fenders, with steel spear, any size, from 10s. Chamber fire-irons, 1s. 9d. per set; parlour ditto, 3s. 6d.; superior ditto, with cut head and bright pans, from 6s. 6d.; new pattern with bronzed head, 11s.; ditto, with ormolu and china heads, at proportionate prices. A set of three full-sized Tea Trays, 6s 6d.; Three superior Gothic ditto, 13s. 6d.; handsome Paper ditto, from 33s., the set of three. Also every description of Japan Ware, 30 per cent. under any other house.

RICHARD & JOHN SLACK, 336, STRAND, OPPOSITE SOMERSET HOUSE.

Established 1818.

*** T Y RETURNED FOR ANY ARTICLE NOT APPROVED OF.

NEW PATENTS.

BROCKEDON'S IMPROVED STOPPERS FOR BOTTLING WINE, BEER, SPIRITS, &c., &c.

This important invention, a substitute for CORKS and BUNGS, has, by new and great improvements, become a pure imperishable and perfect means of preserving such liquors for any length of time. They are cheap and easily applied, and the appearance which they now have of fine Cork, has removed the prejudice against their former dark colour. Also DECANTER STOPPERS, to keep Wine which is in daily use in perfect condition.

C. MACINTOSH, & Co., 19, Walbrook, London, & 22, York-street, Manchester

Brockedon's Patent Elastic Metal Gun Wad.

These WADS never allow the shot to lead the barrel, occupy less space in the Sportsman's pocket, are more easily applied, and are more efficient in service than any other Wads hitherto discovered.

They may be obtained from any respectable Gunsmith or Vendor of Gunpowder, Shot, &c., in the kingdom, at 5s. per box of 1000, each box containing four small ones of 250 each.

Manufactured by W ELLIOT, Regent-street, Birmingham, and 10, Goldsmith-street, City, London the sole Licensee and Manufacturer.

*** Be sure and ask for "Brockedon's Patent Elastic Gun Wads."

☞ Merchants and Factors supplied.

Heartburn, &c.—To Railway Travellers.

Certain and immediate relief from this distressing complaint, is given, in the hours of business, by night or on a journey, by the use of

BROCKEDON'S COMPRESSED BI-CARBONATES OF SODA AND OF POTASS.

These pure alkaline preparations, compressed into Pills, furnish an ever-ready and instant remedy to those painful diseases of the digestive organs, heartburn, sick head-ache, indigestion, &c., produced by acidity.

Sold wholesale by Barclay and Sons, Farringdon-street; and by every Chemist and Druggist in the United Kingdom. Price 1s per box, or in family boxes, half-a-crown.

Patent Portable Water Closets,

ON WISS'S PRINCIPLE.

TWENTY-ONE Years' labour and experience have not only established their superiority, but the decided conviction that they cannot be improved. ROBERT WISS, the actual inventor and holder of the patent, feels justified in calling attention to the above, as the most simple and perfect article of the kind. Also, WATER CLOSETS for fixing, on the same principle, particularly recommended for the country and exportation, the machinery and cistern requiring no more room than is occupied by the seat. To be seen in great variety at the Manufactory.

Plumber's Work of every description executed in town and country—Address, No. 38, Charing Cross, near the Admirality, London.

To Patentees and Inventors.

Just Published, Third Edition, considerably enlarged, a concise account of the

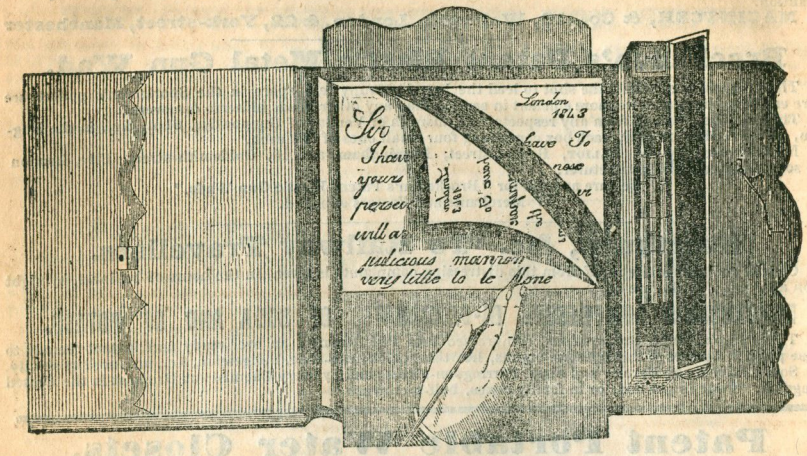
PATENT LAWS

Of England, Scotland, Ireland, the United States of America, France, Belgium, Holland, Austria, Russia, Prussia, Spain, and other Foreign Countries; together with an accurate Translation of the **NEW PATENT LAWS OF FRANCE**; to which is added, a Digest of the New Laws relating to **Copyright of Designs** and the Registration of **Articles of Utility**. By NEWTON & SON, Office for Patents, 66, Chancery Lane, London; and Town Hall Buildings, Manchester.

Sherwood & Co., Paternoster-row; Simpkin & Marshall, Stationers' Court; and Beilby, New-st., Birmingham.

N.B.—The above will be forwarded, post free, to any part of the United Kingdom, upon receipt of ONE SHILLING in postage stamps or otherwise.

WEDGEWOOD'S
PATENT MANIFOLD WRITER.



This invention will enable you to produce a letter and its copy at one operation: or, if you require it, a letter, copy and duplicate, all fac-similes, and in a permanent unchangeable ink, and written with a single pen or style, that is so durable as to require no mending, and always write the same. The apparatus is as portable as a small writing case, and very cheap. It affords the means of effecting an immense saving as well as dispatch in business, and precludes the possibility of fraud from forgery, or alterations in documents written with it. To Merchants, Bankers, Members, of Parliament, and Solicitors, and, indeed, to all who write much and desire to keep copies of their letters, or to send duplicate letters abroad, this invention will prove invaluable

Price 16s., 21s., 30s., 42s.; and with common pens, ink, and sealing wax, Coomb's Patent Light, very complete for persons travelling or going abroad, £4 4s., either in Russia or Morocco portfolios.

MANUFACTURED BY RALPH WEDGEWOOD,

Wholesale, Retail, and for Exportation,

No. 4, Rathbone Place, Oxford-street, London.

TO ADVERTISERS.

AND THE PUBLIC GENERALLY.

Advertisers in **"Bradshaw's General Railway and Steam Navigation Guide"** are respectfully informed, that it has become of the utmost importance that all ADVERTISEMENTS should be sent to the Publishers' not later than the **20th** of the Month; the Circulation having increased to so great an extent, and the arrangements being such, as to require an early application to ensure their insertion in the forthcoming edition.

NEW GUIDE TO PARIS.

Just Published, 18mo., 7s. 6d. roan embossed, with a Plan of the City; or with 56 Views, 10s. 6d. roan embossed,

GALIGNANI'S NEW PARIS GUIDE, corrected to the present time, containing a description of all the Institutions, Public Edifices, &c., of the Capital; Comparative Tables of French and English Weights, Money, &c.; French and English Customs' Duties; Information for Travellers, and a Banking and Trades' Directory. With a Description of the Environs; the whole carefully verified by personal inspection.—Paris, A. & W. Galignani & Co. London, Simpkin, Marshall & Co.

LATE PICTORIAL TIMES.

THE extensive and beautifully ornamented Premises, situate at No. 135, Fleet-street, lately occupied by the Pictorial Times Newspaper, have just been taken by JOSEPH NIND, from 162, in the same street, and opened with an elegant and most fashionable assortment of Paper-hangings, of every possible variety, and displaying specimens of taste in design, which are perfectly novel. The Public are respectfully invited to view this extensive Stock, and purchase as they may require, from the most expensive to the cheapest Paper-Hangings in the world. JOSEPH NIND, late Pictorial Times Office, 135, Fleet-street.

N.B.—30,000 Pieces always ready, commencing at ½d per yard.

KING WILLIAM'S STATUE.

LIGHT WATERPROOF OVERCOATS, WRAPPERS, &c. from 20s. to 40s..—Messrs. BURCH and LUCAS, Tailors, &c., 52, King William Street, City, respectfully invite gentlemen and families to view their Stock of Superfine Cloths, Cashmeretts, and Zephyrs for Coats, Fancy Vestings, and Trowserings, &c. for the present season. The style and make of every garment guaranteed equal to any house in London, and at the very lowest remunerating prices. All garments of a slop description are excluded from this Establishment.

Messrs. BURCH & LUCAS, Tailors, &c. 52, King William-street, opposite the Statue.

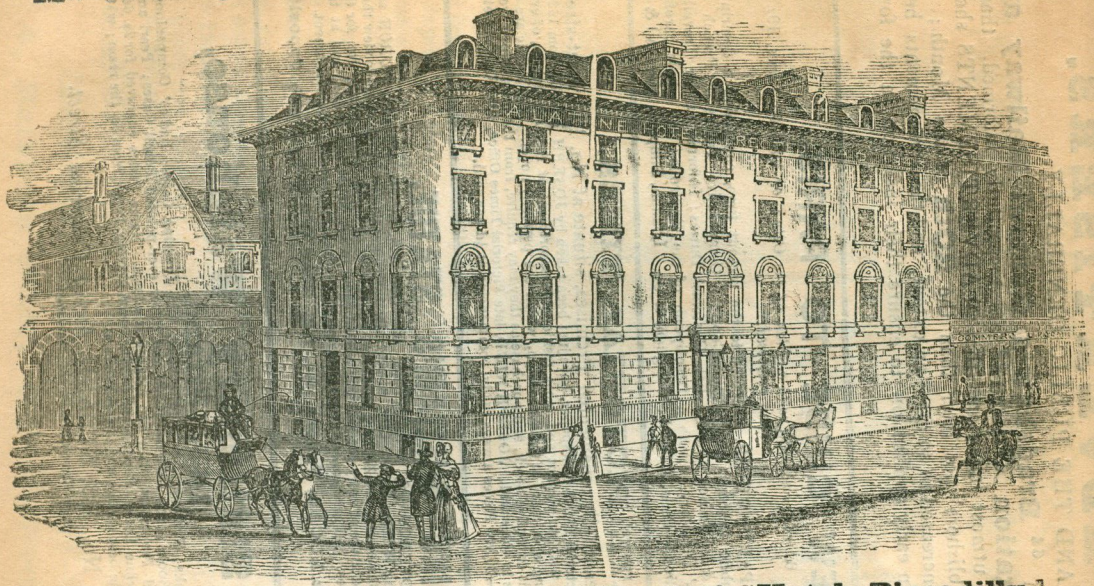
Cheap Stationery Warehouse,
143, Strand.

TRAVELLING Writing Desks; Stationary, Note, Envelope, and Dressing Cases; Ladies' Companions, Portfolios and Blotting Books; Ink Stands. Gold and Silver ever-pointed Pencil Cases; Pearl and Ivory Tablets, &c. Bibles and Prayers in plain and elegant Bindings. Name Plates engraved for 2s. 6d. 100 Best Cards, 2s. 6d. Superfine Letter Paper from 6s. the ream; Note Paper from 3s. the ream; with every article in Stationery of the best quality and lowest prices at

LIMBIRDS, No. 143, STRAND, *facing Catherine Street.*

Best Envelopes 1s. the Hundred.

Manchester, Liverpool Leeds, Hull, York, and Derby Railway.



The late awful Conflagration of Raggett's Hotel, Piccadilly.

In consequence of the serious and fatal accidents caused by the burning of the above Hotel, and the danger to which such establishments are constantly exposed, from the same cause, DAVID MAURIGY thinks it proper to make more fully known, for the satisfaction and comfort of his numerous friends and patrons, the arrangements of the PALATINE HOTEL, VICTORIA STATION, MANCHESTER, for th prevention of such fearful occurrences.

The landings of the house are fire-proof, and the staircases, which are of solid iron, are so constructed that no portion of them could fall till the whole building fell to the ground, thus keeping open the means of egress, the failing of which has been the cause of so large a portion of the late dreadful catastrophes from fire ; they can also be flooded with continuous streams of water from each landing, which can be turned on by the night attendant (who is always up and on the watch) at a moment's notice. Every room in the house can be supplied with water sufficient to extinguish the largest fire in a few moments. By these means the remotest probability of any accident by fire is removed, and the most timid person may make use of this hotel without the least fear.

David Maurigy takes this opportunity of returning his grateful thanks for the liberal support he has received since he has opened the Palatine Hotel and Refreshment Rooms, Victoria Station, and begs to assure the public and commercial gentlemen that no exertions shall be wanting, on his part, to merit their continued kind patronage.

BRADSHAW'S RAILWAY GAZETTE,

Published every FRIDAY EVENING in time for Post, and delivered 300 miles from the Metropolis on SATURDAY. 2nd Edition, in time for the Morning Mails, every Saturday.

THE interest generally felt in Railways—the vastly increased amount of capital devoted to them—and the jealous attention with which their progress is watched by the Legislature, sufficiently denote their importance in public estimation, and evince the increasing necessity that an ample portion of the public press should be devoted to their many details. Among the peculiar features which this Journal presents, may be mentioned—

A daily survey of the Money Market, alike on the London Stock Exchange, and in all the principal towns in the kingdom, by which may be noted the cause and consequence of the slightest fluctuation in the value of railway property, that the fixed holder of shares and the speculator may at once act on the earliest and most valuable information.

Another feature in the "Gazette" is a constant supply of information respecting the many undertakings about to be commenced, the obstructions which may be met, the difficulties to be overcome, and the triumphs which scientific knowledge may achieve, alike over impediments and expense.

In relation to the many projects which have yet to undergo the legislative ordeal, it will be a duty—hitherto unattempted—for this journal, through the medium of its widely ramified sources of information, to point out the localities whence objections originate, how conflicting interests and opinions arise, and in what manner unanimity and success are most likely to be obtained. The most careful attention is devoted to the truth; and in no case has the Gazette ever lent itself to any particular interest—the one entire study of the Gazette being the welfare and instruction of the public. In those matters which require the editorial judgment, the most scrupulous care is taken to avoid what in the political world is called "party colouring," while at no time has personal invective ever been resorted to.

The Proprietors have also to announce that

A SERIES OF VALUABLE MAPS

are in course of preparation, which will be PRESENTED GRATIS TO SUBSCRIBERS.

The first will be a beautifully engraved Map of England, 4 feet by 3 feet, value 10s., which will be corrected to the present time, and show the various railways completed, those in progress, and all new projected schemes.

Offices for Publication and for Advertisements, 59, FLEET-STREET, London; 27, BROWN-STREET, Manchester; and to be had of all Newsvendors in the United Kingdom.

BRADSHAW'S

MONTHLY

RAILWAY AND STEAM NAVIGATION

GUIDE,

FOR GREAT BRITAIN, IRELAND,

THE CONTINENT, AND FOREIGN PORTS,

CONTAINING A CORRECT ACCOUNT OF THE HOURS OF DEPARTURE OF THE RAILWAY TRAINS, HER MAJESTY'S MAILS, AND

BRITISH AND FOREIGN STEAM VESSELS,

WITH A

LIST OF PLACES, &c., TO WHICH TRAVELLERS AND VOYAGERS RESORT, AND OTHER USEFUL MERCANTILE INFORMATION.

ILLUSTRATED WITH A

MAP OF GREAT BRITAIN,

SHEWING THE PROJECTED AND WORKING LINES OF RAILWAY

London:

PUBLISHED AT BRADSHAW'S RAILWAY INFORMATION OFFICE.

59, FLEET-STREET, W. J. ADAMS, AGENT;

To whom Advertisements and Communications may be sent;

AND SOLD BY ALL BOOKSELLERS AND RAILWAY COMPANIES.

BRADSHAW AND BLACKLOCK, PRINTERS, 27 BROWN-STREET, MANCHESTER.

CABBURN'S OIL,

For the cure of Rheumatism, Gout,

Lumbago
Pains in the Kidneys, Groin and Joints
Swelling
Acute Pains in the Flesh, as Tic-Doloureux
Scalds
Internal Injuries, produced by Falls
Straining, or Over-Exertion

Burns
Spinal Affections
Loss of Strength
Weakness
Stiffness
Distortion and Cramp of the Limbs and Joints
Piles
Paralysis
Difficulty of Breathing

Also generally of Minor Complaints, as Chilblains, Chapped Hands, Wounds, &

RAPID PROGRESS.—In September, 1840, only, a license was taken out for this preparation to cure the Rheumatic Gout, &c., and although still little known from advertising,

Upwards of 100,000 Bottles have been Sold.

The Autographs and Recommendations from several hundreds of Reverend and other Gentlemen may be seen at the Dispensary.

REPORTS FROM MEDICAL DISPENSARIES.

To Mr. Cabburn, selected from several hundreds of a similar kind.

Sir,--I have great pleasure in informing you your Oil is much recommended, and highly approved of here, by the first nobility, who all tell me it is the best thing of the kind they have ever yet tried, and is sought after as a sovereign remedy in cases of Rheumatism, Gout, &c- &c

I am, very respectfully yours, STEPHEN WHITE

Medical Dispensary, 77, King's Road, Brighton, March3, 1843.

An eminent Physician, who was suspended from his professional duties by *Rheumatic Gout*, in a few hours obtained such Relief that instead of being lifted in and out of his Carriage, he could leave it without assistance or inconvenience.

ISLE OF WIGHT.—To Mr. Cabburn.---I am happy to say many persons here have been entirely cured of Rheumatism. Several much afflicted with cases of long standing; also one of a severe attack of Tic Doloureux, by the use of your oil.

I am, sir, yours, &c., G. W. TUCKER.

Medical Dispensary, High-street, Newport, Feb. 11th, 1844.

DURHAM.---To Mr. Cabburn, Sir,---I am glad to inform you that your oil is in great requisition and much approved of here. I recommend it with great success as to Rheumatism and affections of the Spine, Chest, &c.

am, sir, yours &c., JAMES SCAWIN.

Medical Dispensary, High-street.

The following letter has been addressed to Mr. Cabburn from J. Rogers, Esq., the present Mayor of Stafford:—

Dear Sir,—At the request of Mr. Thorpe, I send you the accompanying statement, being anxious to recommend your medicine to others, and I could furnish you myself with many similar testimonies to induce persons afflicted with Rheumatism, Gout, Lumbago, &c., to avail themselves of the surprising effects of your valuable discovery.

I am, dear sir, yours respectfully,

J. ROGERS, Mayor of Stafford.

Testimonials of importance, within these few weeks, have been sent from Portsmouth, York, Sheffield, Hereford, Manchester, Durham, Brighton, Norwich, Hamburg, &c., to Mr. Cabburn's Dispensary, King's Cross, London; where the Oil may be had in bottles at 2s. 9d., 4s. 6d., 11s., and 22s. Likewise of Messrs. Hannay and Co., 63, Oxford-street; Barclay, Edwards, Sutton, & Co. and of all principal medicine vendors in the kingdom.

Ask for "Cabburn's Oil for the Cure of Rheumatism," &c.

NOTICE.

This work is published Monthly, under the direction and with the assistance of the Railway Companies, and is carefully corrected up to the date it bears; every reliance may therefore be placed on the accuracy of its details. To enhance its value large Maps of various Counties in England will occasionally be given, representing the Lines of Railway completed and in progress; together with a variety of useful information, showing the departure of several of the Steam Vessels from the principal ports in Great Britain and Ireland; thereby affording a valuable Guide to Tourists and Travellers.

The Railway information contained in this work is arranged as a Sheet, and issued on the first of every Month, price Three-pence, as

BRADSHAW'S RAILWAY TIME TABLES,

Exhibiting at ONE VIEW *the hours of departure and arrival of the trains on every railway in the Kingdom; and are particularly adapted for Counting Houses and places of business generally. Parties at a distance desirous of purchasing the Sheet may do so by inclosing five postage stamps to the Publishers.*

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NOTICES TO FRIENDS AND CORRESPONDENTS.

Any change in Railway Time or Fares, made after the first of the month, will be ound over the leading column of "Bradshaw's Railway Gazette," repeated every week until the first of the succeeding month.

We are obliged for E. Ashby's communication. He will find the additional information alluded to, so far as our limits will at present afford.

Next month, the Manchester, Bolton, and Preston table will appear in a more comprehensive form.

M. B. B. is right. The railway alluded to did start an express train in the middle of the month; and it was not well supported by the public. Our interpretation is, that the public were unacquainted with it, because it was put on in the MIDDLE of the month; and, consequently, could not appear in the "Guide." We think companies would perhaps find it to their benefit, in giving notice of *special* changes, by a *special* advertisement in the "Guide," which has now a very large circulation.

We have been compelled to omit the General Steam Navigation Co.'s Information in consequence of its not arriving in time for our going to press.—Several other communications were likewise too late for insertion.

Sec., T. J. Buckton, London. **LONDON AND BRIGHTON.** Man. Peter Clarke. Res. Engr., John Gray.

Down Trains.

Mls	Trains leave	1, 2, 3, and Cheap	Fast. 1 & 2 cls. MAIL	Fast 1 & 2 class	1 & 2 class	Exp. 1 & 2 class.	1, 2, 3 1st clss	1, 2, 3 & Cheap	Fast 1 & 2 class	1 & 2 class	Fast 1 & 2 class	Fast 1 & 2 class	1, 2, Expss. 1st class.	1, 2, 3 & Cheap	1, 2, 3 class	1, 2, 3 class	2nd Class Fares.
		a.m.	a.m.	noon.	p.m.	p.m.	p.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	a.m.	p.m.	Fast	p.m.	s. d.
3	*LondonBridge	7 35	9 30	10 30	12 0	2 0	3 0	6 30	7 15	8 15	10 45	6 30		2 0	5 45			
10¼	*New Cross	7 40						6 35	7 20	8 20	10 50	6 35			5 50			
10¼	*Croydon	9 0			12 5													
13¼	Godstone Road	8 10			12 25			7 40	8 55	8 40	11 10	6 55			6 40			
14¼	*Stoat's Nest	8 15						7 50				7 0						
21	*Reigate	8 32	10 20	11 15	12 50	2 50	3 10	7 55			11 25	7 15			6 55			
25¼	*Horley	8 45			1 0		3 55	8 15	9 5	11 43	7 30				7 10			
29¼	*Three Bridges	8 55	10 40				3 20	8 25	9 15	12 0	7 40	8 0			7 20			
33¼	Balcombe	9 10			1 10		3 30	8 35	9 30	12 0	7 50	8 15			7 30			
37¾	*Haywd. Heath	9 20	10 55	11 40			3 45	8 50	9 40	12 15	8 0	8 25			7 40			
41¾	Burgess Hill	9 30				3 25	3 55	9 0	9 50	12 25	8 15	8 35			7 50			
43½	*Hassock's Gt.	9 40	11 10		1 30		4 10	9 10	10 0	12 30	8 25	8 45			8 0			
50¾	*BRIGHTON	10 5	11 30	12 5	2 0	4 0	4 35	9 40	10 30	1 0	8 55	9 5			8 20			
56	*Shoreham	10 40	11 55	12 40	2 30	4 30		10 0		1 45	9 30	9 40			8 55			

Up Trains.

Mls.	Trains leave	1, 2, & 3 1st class	Exp. 1 & 2 class MAIL	Fast 1 & 2 class	Fast 1 & 2 class	1 & 2 class.	Fast 1 & 2 class	1 & 2 class.	Fast 1 & 2 class	1, 2, Expss. 1st class.	1, 2, 3 & Cheap.	1, 2, & 3 class	1, 2, 3 class Fast	2nd Class Fares.	1, 2, 3 & Cheap
		a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	a.m.	p.m.	s. d.	
5¾	*Shoreham	8 10	9 25	10 55	1 15		2 40					2 0	5 45		
	*BRIGHTON	8 45	10 0	11 30	1 45	2 0	3 30	6 30	7 40			7 45	6 30	1 3	
7	*Hassock's Gt	7 20	10 15		2 0	2 0	3 45	6 50		8 30		8 5			
9¾	Burgess Hill	7 25	10 20			2 25		6 55				8 10			
12¾	*Haywd. Heath	7 35	10 30	11 55	2 10	2 35	3 55	7 5				8 20			
17	Balcombe	7 45	10 40			2 45		7 15				8 30			
21¼	*Three Bridges	8 0	10 50	12 15	2 30	3 0	4 15	7 30				8 45			
25	*Horley	8 10		12 22		3 10		7 40				8 55			
29¼	*Reigate	8 20	9 35	11 15	12 35	3 20	4 35	7 50	8 30			9 5			
35	*Stoat's Nest	8 40			12 55	3 40		8 10				9 25			
37¼	Godstone Road	8 45				3 45		8 15				9 30			
40¼	*Croydon	8 55			1 5	3 55	5 0	8 25				9 40			
47¾	*New Cross	9 15				4 15		8 45				10 0			
50¾	*LondonBridge	9 25	10 15	12 0	1 30	4 25	5 30	8 55	9 10			10 10			

SUNDAYS.

Mls	Trains leave	1, 2, 3 & Cheap	1, 2, 3 1st class	1, 2, 3 & Cheap	1, 2, 3 class Fast	2nd Class Fares.	1, 2, 3 & Cheap
		a. m.	a. m.	p. m.	p. m.	s. d.	
3	*LondonBridge	7 15	8 15	10 45	6 30		
10¼	*New Cross	8 20	10 10	10 50	6 35		
10¼	*Croydon	8 40	11 10	11 20	6 55	2 6	
13¼	Godstone Road			11 25	7 10	3 0	
14¼	*Stoat's Nest			11 43	7 30	4 8	
21	*Reigate	9 5	11 43	12 0	7 40	5 6	
25¼	*Horley	9 15	12 0	12 15	7 50	5 6	
29¼	*Three Bridges	9 30	12 15	12 30	8 0	6 6	
33¼	Balcombe	9 40	12 25	12 40	8 10	6 6	
37¾	*Haywd. Heath	9 50	12 35	12 50	8 20	7 0	
41¾	Burgess Hill	10 0	12 45	1 0	8 30	8 6	
43½	*Hassock's Gt.	10 0	12 45	1 0	8 30	9 0	
50¾	*BRIGHTON	10 30	1 45	1 45	9 0		
56	*Shoreham	11 0		2 0	9 30		

An additional express train from London to Brighton on Saturdays at 4 p.m., returning on Mondays at 9½ a.m., calling at Three Bridges at 5 3 p.m. down, and at 10 a.m. up.

On Mondays an additional 2 hour train, with 1st and 2nd class carriages leaves Brighton at 7 and arrives at London Bridge at 8 55 a.m., calling at Three Bridges at 7 50, Reigate at 8 15, and Croydon at 8 30 a.m.

Carriages, 4-wheel, 22s.; 2-wheel, 18s. One horse, 20s.; two, 30s.; three, 38s.

No passenger will be conveyed from London to New Cross, or from New Cross to London only. The CHEAP trains convey passengers at the rate of 1d. per mile.

Fares between London & Brighton.—Passengers by 1st class, 1½ hour trains, 14s. 6d.; by 2 and 2½ hour trains, 12s.; 2nd class by 2 hour trains, 8s.; by 2½ hour trains, 9s.; parliamentary trains, 4s. 8d.

SHOREHAM BRANCH.

From Brighton to Shoreham, 7 45, 9, 10 25 & cheap, and 11 40 a.m.; 12 25, 2 15, 3, 4 15, 5 15, and 6¾ p.m.

From Shoreham to Brighton, 8 10, 9 25, and 10 55 a.m.; 12 5, noon, 1¼, 2 40, 3 35, 4 45, 6 and cheap, and 7¾ p.m.

On Sundays—From Brighton, 9 45 a.m. and cheap, 1¼, 3¾, 5¼, and 6¾ p.m. From Shoreham 10 10 a.m. 2 45, 5 45 & cheap, & 8 p.m.

FARES.—First class, 1s.; second class, 9d.; third class, 6d.; cheap train 1d. per mile.

Periodical Tickets between London and Brighton as follow:—for one month £12 two months £20; three months £25; six months £35 twelve months £50. Day tickets at about a fare and a half; Sunday excursions at half fare.

Daily communication with Paris via Dieppe.

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[illegible] to Dundee	44
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London and Brighton.

Since printing the present edition the following arrangements have been made, namely, the down train at 2 10 p.m. abolished, and one put on at 3 40, arriving at Brighton at 6 5 p.m.; the up train at 2 40 will now leave at 2 50, and from the intermediate stations as before.

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large circulation.

We have been compelled to omit the General Steam Navigation Co.
of its not arriving in time for our going to press.—Several other communications
too late for insertion.

LONDON AND BRIGHTON. Sec., T. J. Buckton, London. Man. Peter Clarke. Res. Engr., John Gray.

Down Trains.

Mls	Trains leave	1, 2, 3, and Cheap	Fast 1 & 2 cls. MAIL	Fast 1 & 2 cl. class	Fast 1 & 2 class	1 & 2 class	1 & 2 class	Exp. 1st class.	1,2,3& Cheap	1, 2 & 3 clss	1, 2, 3 clss	1, 2, 3 clss	1, 2, 3 class	1, 2, 3 class	1, 2, 3 class	1, 2, 3 class	2nd Class Fares.
		a.m.	a.m.	noon.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	s. d.
	7 trains leave	9 30	10 30	12 0	2 0	2 10	3 0	5 0	6 30	6 35	7 40	8 20	8 40	11 10	6 30	6 35	
3	*LondonBridge	7 35		12 5		2 15			7 20		8 5	8 50		11 50	6 55		2 0
10¼	*New Cross	8 0		12 25		2 35	3 25		7 40		8 40	9 10		11 20	7 10		2 6
13¾	*Croydon	9 55				2 45			8 50		9 55	10 10		11 25	8 0		3 0
14¾	Godstone Road	8 10				2 50			7 55						7 15		
21	*Stoat's Nest	8 15				3 10			8 15						7 30		4 8
25½	*Reigate	8 32	10 20	11 15	12 50	3 20	4 10	5 45	8 25		9 5	9 35		11 43	7 40		5 4
29¾	*Three Bridges	8 45			1 0	3 30			8 40		9 15	9 50		11 53	7 55		6 4
33¾	Balcombe	8 55	10 40			3 45			8 50		9 30	10 12		12 0	8 5		6 7
37¾	*Haywd. Heath	9 10				4 0			9 0		9 45	10 30		12 15	8 20		7 0
41¼	Burgess Hill	9 20	10 55	11 40		4 10	4 55		9 10		9 55	10 40		12 25	8 30		7 6
43½	*Hassock's Gt.	9 30			1 30	4 20			9 20		10 5	10 50		12 35	8 40		7 8
50½	*BRIGHTON	9 40	11 10		1 40	4 35	5 30	6 30	9 40		10 20	11 0		12 40	8 50		7 10
56	*Shoreham	10 5	11 30	12 5	2 0	4 55	6 0	7 0	10 0		10 40	11 20		1 0	9 10		7 12
		10 40	11 55	12 40	2 30	5 30								1 45	9 50		7 15

Up Trains.

Mls.	Trains leave	1, 2 & 3 1st class	Exp. 1st class	Fast 1 & 2 MAIL	Fast 1 & 2 cls.	Fast 1 & 2 class	1 & 2 class	1 & 2 class	1, 2 Exprs. 3 & chp.	Fast 1 & 2 1st class.	1, 2, & 3 class.	1, 2, & 3 class	1, 2, & 3 class	1, 2, & 3 class	1, 2, & 3 class	1, 2, 3 class	2nd Class Fares.
		a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m	p.m	a.m.	p.m.	p.m	p.m	p.m	p.m.	s. d.
5½	*Shoreham	7 0	8 10	9 25	10 55	1 15	2 0	2 40	6 0	7 40	7 45	2 0	5 45	6 40	7 0	7 0	1 3
7	*BRIGHTON	7 20	8 45	10 0	11 30	1 45	2 0	2 55	6 30		8 5	2 30	6 30		7 40	7 40	1 9
7	*Hassock's Gt	7 25		10 15		2 0		3 0	6 45		8 10	2 50			7 45	7 45	1 10
9¼	Burgess Hill	7 35		10 20		2 10		3 10	6 50		8 20	3 0			7 55	7 55	1 12
12¾	*Haywd. Heath	7 45		10 30	11 55	2 20		3 20	7 0		8 30	3 15			8 5	8 5	1 14
17	Balcombe	8 0		10 40		2 30		3 30	7 15		8 45	3 30			8 20	8 20	1 16
21¼	*Three Bridges	8 10		10 50	12 15	2 45		3 40	7 25		8 55	3 40			8 30	8 30	1 18
25	*Horley	8 20			12 22	2 55		3 50	7 40		9 5	3 50			8 40	8 40	1 20
29½	*Reigate	8 40	9 35	11 15	12 35	3 20		4 10	7 50	8 30	9 25	4 10			9 0	9 0	1 22
36	*Stoat's Nest	8 45			12 55	3 40		4 35	8 10		9 40	4 15			9 25	9 25	1 24
37¼	Godstone Road	8 55				3 45			8 15		9 50	4 25			9 35	9 35	1 26
40¼	*Croydon	9 15			1 5	3 55	5 0	8 25	8 45		10 0	4 45			9 55	9 55	1 28
47¼	*New Cross	9 25	10 15	12 0	1 30	4 15			8 55	9 10	10 10	5 0	8 30		10 5	10 5	1 30
50½	*LondonBridge					4 25	5 30	8 55									

SUNDAYS.

2nd Class Fares.	1, 2, 3 Cheap	1, 2, 3 cl.	1, 2, 3 cl.	1, 2, 3 cl.	1, 2, 3 cl.	1, 2, 3 cl.	1, 2, 3 cl.	1, 2, 3 cl.	1, 2, 3 cl.	1, 2, 3 cl.	1, 2, 3 cl.	1, 2, 3 cl.	1, 2, 3 cl.	1, 2, 3 cl.	1, 2, 3 cl.	1, 2, 3 cl.	2nd Class Fares.
s. d.	p.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	s. d.
	6 30	7 15	8 15	10 45	6 30	6 35											
	6 35	7 20	8 20	10 50	6 35												
2 0	6 55	7 40	8 40	11 10	6 55												
2 6	7 0	7 50		11 20	7 10												
3 0	7 10	8 15	9 5	11 25	7 30												
4 8	7 30	8 25	9 15	11 43	7 40												
5 4	7 40	8 35	9 30	11 53	7 50												
6 0	8 5	9 0	9 50	12 0	8 15												
6 7	8 15	9 10	10 0	12 25	8 25												
7 6	8 25	9 20	10 10	12 30	8 35												
8 0	8 35	9 40	10 30	12 40	8 50												
9 0	9 0	10 0	11 0	1 0	9 0												
				1 45													

An additional express train from London to Brighton on Saturdays at 4 p.m., returning on Mondays at 9½ a.m., calling at Three Bridges at 5 3 p.m. down, and at 10 a.m. up.

On Mondays an additional 2 hour train, with 1st and 2nd class carriages leaves Brighton at 7 and arrives at London Bridge at 8 55 a.m., calling at Three Bridges at 7 50, Reigate at 8 15, and Croydon at 8 30 a.m.

Carriages, 4-wheel, 22s.; 2-wheel, 18s. One horse, 20s.; two, 30s.; three, 38s.

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Fares between London & Brighton.—Passengers by 1st class 1½ hour trains, 14s. 6d.; by 2 and 2½ hour trains, 12s.; 2nd class by 2 hour trains, 9s.; by 2½ hour trains, 8s.; third class, 5s.; parliamentary trains, 4s. 3d.

SHOREHAM BRANCH.

From Brighton to Shoreham, 7 45, 9, 10 25 & cheap, and 11 40 a.m.; 12 25, 2 15, 3, 4 15, 5 15, and 6¾ p.m.

From Shoreham to Brighton, 8 10, 9 25 and 10 55 a.m.; 12 5, noon, 1¼, 2 40, 3 55, 4 45, 6 and cheap, and 7¼ p.m.

On Sundays—From Brighton, 9 45 a.m. and cheap, 1¼, 3¾, 5¼, and 6¾ p.m. From Shoreham 10 10 a.m. 2, 4¾, 5 45 & cheap, & 8 p.m.

From Shoreham to Brighton, 9 45 a.m. and cheap, 1¼, 3¾, 5¼, and 6¾ p.m. From Shoreham train 1d. per mile.

FARES.—First class, 1s.; second class, 9d.; third class, 6d.; cheap train 1d. per mile.

Periodical Tickets between London and Brighton as follow:—for one month £12 two months £20; three months £25; six months £35 twelve months £50. Day tickets at about a fare and a half. Sunday excursion at half fare.

Daily communication with Paris via Dieppe.

Sec., C. A. Saunders, Paddington, London. **GREAT WESTERN.** Engr., I. K. Brunel.

Down Trains.

Miles	Trains leave	7	7¼	6	7½	8½	Expres	11¼	10¾	11	12	1	1½	2	4	5	5½	6½	7½	mail 8 55	3rd CLASS 6½	9½
		a.m	a.m	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	noon	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	a.m.	p.m.
52	PADDINGTON	..	.	6 0	7 30	8 30	9 45	..	10 15	11 0	12 0	1 0	1 30	2 0	4 0	5 0	5 30	6 30	7 30	8*55	6 30	9 30
74	Ealing	..	..	..	..	8 41	..	..	..	11 11	..	..	1 41	..	4 13	..	5 41	6 41	7 43	..	6 50	..
9	Hanwell	..	..	..	..	8 45	..	..	..	11 15	..	..	1 45	..	4 19	..	5 46	6 45	7 49	..	7 0	..
13	Southall	..	..	W	..	8 50	..	..	Day	11 20	..	..	1 50	..	4 24	..	5 50	6 50	7 54	..	7 10	..
18	West Drayton	..	..	..	S	8 59	..	..	Mail	11 29	..	..	1 59	..	4 33	..	6 0	6 59	8 3	9 20	7 38	..
22¼	SLOUGH	..	..	6 30	8 5	9 15	..	..	10 53	11 45	12 38	1 35	2 15	2 38	4 46	5 38	6 12	7 15	8 16	9 30	8 10	10 30
30¾	TWYFORD	..	..	..	8 18	9 25	..	..	11 3	11 55	..	1 46	..	2 50	4 56	..	6 30	..	8 26	9 42	8 28	..
35¾	READING	..	..	..	8 35	..	..	..	..	..	1 8	2 3	..	..	5 12	6 3	..	..	8 42	..	9 0	11 14
41¼	PANGBOURNE	..	..	7 10	8 48	..	..	..	11 35	..	1 20	2 16	..	3 22	5 25	6 17	..	..	8 55	10 10	9 20	11 40
44¼	Goring	..	..	..	9 5	..	..	..	..	..	..	2 27	..	..	..	6 30	..	..	9 10	..	9 40	..
47½	WALLINGFORD ROAD	..	..	..	..	..	..	..	..	..	1 47	..	..	..	..	6 45	..	..	9 18	..	9 52	..
53	DIDCOT (Junction)	..	..	9 20	..	..	..	..	11 58	..	..	2 41	..	3 45	..	6 45	..	..	9 27	10 35	10 5	12 20
	55 APPLEFORD	7 0	..	7 40	9 38	..	10 52	11 15	12 12	..	2 6	2 54	..	3 58	..	6 58	..	..	9 40	10 48	10 50	12 45
	56 ABINGDON ROAD	7 10	..	7 50	9 50	..	..	11 25	..	..	..	..	..	4 8	..	..	..	..	9 50	..	11 25	7 10
	63 OXFORD	7 20	..	7 55	9 53	..	..	11 30	12 23	..	2 17	..	..	4 13	..	7 15	..	..	9 53	11 0	11 30	7 20
		7 40	..	8 10	10 10	..	11	7 11 50	12 38	..	2 35	..	..	4 30	..	7 25	..	..	10 10	11 16	11 50	7 40
56¼	STEVENTON	..	..	..	..	..	..	..	..	..	..	3 3	..	..	..	..	..	..	..	..	10 54	1 5
63¾	FARRINGDON ROAD	..	..	..	10 5	..	..	..	12 38	..	2 33	..	..	4 26	..	7 28	..	..	..	..	11 12	11 30	1 19
71¼	SHRIVENHAM	..	..	..	10 17	..	..	..	..	..	..	3 35	..	4 44	..	7 45	..	..	..	..	..	11 50	..
77	SWINDON (Junction)	..	..	8 20	10 30	..	11 27	..	1 5	..	3 5	3 49	..	4 58	..	7 55	..	..	..	..	11 40	12 10	2 15
	Departure for GLOUCESTER	..	..	8 30	10 42	Frm.	11 30	..	1 17	..	3 17	..	Frm.	5 10	Frm.	8 7	..	..	..	..	11 52	1 17	3 30
81¼	Purton	..	..	8 40	..	Up	..	..	1 27	..	3 25	..	Up	5 17	Up	..	..	..	..	..	..	1 27	3 40
85¼	MINETY	..	..	9 0	10 58	Trn.	..	..	1 38	..	3 32	..	Trn.	..	Trn.	8 22	..	..	..	..	..	1 38	3 40
95	CIRENCESTER	..	..	9 45	11 20	11 45	..	..	2 5	..	..	..	4 42	5 48	7 5	8 44	..	..	..	..	..	2 5	4 15
91	Tetbury Road	..	..	9 20	11 14	..	11 50	..	1 53	..	3 48	..	..	5 42	..	8 38	..	..	..	..	12 15	1 53	4 15
98¼	BRIMSCOMB, near Chalford	..	..	9 42	11 29	..	..	..	2 8	..	4 0	..	..	..	..	8 52	..	..	..	..	..	2 8	4 20
101¼	STROUD	..	..	9 50	11 35	..	12 15	..	2 15	..	4 8	..	..	6 3	..	8 58	..	..	..	..	12 50	2 15	4 50
103¾	STONEHOUSE	..	..	9 55	11 40	..	..	..	2 20	..	4 15	..	..	6 10	..	9 5	..	..	..	..	..	2 20	4 55
114	Gloucester	..	..	10 20	12 0	..	12 40	..	2 40	..	4 35	..	..	6 30	..	9 25	..	..	..	..	1 10	2 40	10 20
82¾	SWINDON Junction (Departs)	..	..	8 30	10 40	..	11 28	..	1 15	..	3 15	3 59	..	5 8	..	8 5	..	..	..	..	11 50	12 20	2 30
93¾	WOOTTON BASSET	..	..	8 42	10 53	..	..	..	..	..	..	4 12	..	..	..	8 17	..	..	..	..	12 47	..	..
98¼	CHIPPENHAM	..	..	9 4	11 18	..	..	..	1 45	..	3 50	4 36	..	5 43	..	8 38	..	..	..	..	12 20	1 50	3 45
101¾	Corsham	..	..	9 13	11 30	..	..	..	..	..	..	4 47	..	..	..	8 48	..	..	..	..	..	2 10	..
106¾	Box	..	..	9 20	11 40	a.m.	..	p.m.	..	p.m.	..	..	p.m.	6 3	..	8 57	p.m.	..	..	..	..	2 26	..
108¾	BATH	4 30	*7 15	9 30	11 53	11 0	12 5	1 0	2 10	3 15	4 25	5 6	5 30	6 15	..	9 15	..	10 0	..	12 50	2 50	4 30
111¼	Twerton	..	7 20	9 25	..	11 5	..	1 5	..	3 20	..	..	5 35	..	..	..	..	10 5	..	..	2 58	..
113¾	Saltford	..	7 28	9 43	..	11 13	..	1 13	..	3 28	..	..	5 43	..	..	..	..	10 13	..	..	3 6	..
	Keynsham	..	7 35	9 50	..	11 20	..	1 20	..	3 35	..	5 19	5 50	..	..	..	..	10 20	..	..	3 20	..
118¼	BRISTOL arrival	5 20	7 45	10 0	12 18	11 30	12 25	1 30	2 35	3 45	4 50	5 30	6 0	6 40	..	9 45	..	10 30	..	1 15	3 40	5 20
	BRISTOL departure	..	8 0	10 10	12 40	..	12 30	..	2 45	..	5 0	..	..	6 55	..	..	..	..	..	1 25	..	7 0
126¾	Nailsea	..	8 18	10 28	12 58	..	..	..	..	..	5 18	..	..	7 13	..	..	..	..	..	..	..	7 35
130¾	CLEVEDON ROAD, Yatton Junc.	..	8 28	10 37	1 8	..	..	..	3 13	..	5 29	..	..	7 23	..	..	..	..	..	..	..	7 45
133¾	Banwell	..	..	10 45	..	..	..	..	..	..	5 38	..	..	..	..	..	..	..	..	..	..	7 58
136¾	WESTON SUPER MARE	..	8 45	10 54	1 18	..	..	..	3 31	..	5 45	..	..	7 40	..	..	..	..	..	..	..	8 10
145¼	HIGHBRIDGE, near Burnham	..	9 3	11 12	..	..	..	..	3 49	..	6 5	..	..	7 58	..	..	..	..	..	..	..	8 42
151¼	BRIDGEWATER	a.m	9 20	11 29	1 50	..	..	..	4 3	..	6 20	..	..	8 15	..	..	..	..	..	..	2 35	..	9 5
163	TAUNTON	*7 15	9 40	11 50	2 15	..	1 28	..	4 23	..	6 45	..	..	8 35	..	..	..	..	..	..	3 0	7 15	10 10
170	WELLINGTON	7 33	9 55	12 5	..	..	..	..	4 40	..	7 0	..	..	8 55	..	..	..	..	..	..	3 15	7 33	10 55
179	TIVERTON ROAD	7 55	10 18	12 30	2 45	..	..	..	5 0	..	7 25	..	..	9 15	..	..	..	..	..	..	3 35	7 55	11 30
186½	COLLUMPTON	8 0	10 24	12 37	2 50	..	..	..	..	..	7 32	..	..	9 22	..	..	..	..	..	..	3 40	8 0	11 40
198¼	Hele	8 10	10 35	12 47	3 0	..	..	..	5 15	..	7 42	..	..	9 32	..	..	..	..	..	..	..	8 10	12 0
201¼	EXETER	8 30	10 50	1 5	3 20	..	2 15	..	5 32	..	8 0	..	..	9 50	..	..	..	..	..	..	4 5	8 30	12 30

Sups., S. Clarke, London, & F. Clarke, Bristol. **GREAT WESTERN.** Supt. of Goods, W. Massey, London.

Up Trains.

Miles	Trains leave	7½	9	6½	7	11¼	mail 8 35	7	8	9	10	Expres.	2	12 45	4½	3¾ Brstl mail	5¼	9½	9 35 mail	Third CLASS.
		a.m	a.m	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	noon	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	a.m.
8¼	EXETER	—	—	—	—	—	—	7 0	8 0	9 *0	10 0	12 0	—	12 45	—	3 15	5 15	..	*9 35	9 0
12¼	COLLUMPTON	—	—	—	—	—	—	7 17	8 15	9 17	10 15	..	—	1 0	—	3 31	5 33	..	—	9 17
14¼	TIVERTON ROAD	—	—	—	—	—	—	7 27	8 26	9 27	10 24	..	—	1 11	—	3 39	5 42	..	9 57	9 27
23¾	WELLINGTON	—	—	—	—	—	—	7 35	8 34	9 33	10 30	..	—	1 17	—	3 44	5 48	..	10 1	9 33
30¾	TAUNTON	—	—	—	—	—	—	7 55	8 54	9 55	10 51	..	—	1 39	—	4 3	6 13	..	10 23	9 55
42¼	BRIDGEWATER	—	—	—	—	—	—	8 10	9 10	—	11 7	12 43	—	1 52	—	4 17	6 30	..	10 40	..
48¾	HIGHBRIDGE	—	—	—	—	—	—	8 34	9 30	—	11 28	..	—	2 14	—	4 37	6 55	..	11 5	..
55¾	WESTON SUPER MARE..depart.	—	—	—	—	—	—	8 48	9 45	—	—	..	—	2 27	—	4 50	7 6	..	..	..
60	Banwell	—	—	—	—	—	—	8 35	9 50	—	11 48	..	—	2 35	—	4 58	7 20	..	..	..
63¾	CLEVEDON RD. Yatton Junction.	—	—	—	—	—	—	9 12	..	—	12 4	..	—	—	—	..	7 32	..	..	..
67¾	Nailsea	—	—	—	—	—	—	9 21	10 12	—	12 11	..	—	2 57	—	5 20	7 42	..	..	..
75¾	BRISTOL arrival	—	—	—	—	—	—	9 31	..	—	..	..	—	3 6	—	5 30	7 52	..	..	..
	BRISTOL departure	—	—	6 30	7 0	..	*8 35	9 50	10 40	noon	12 35	1 40	—	3 25	—	5 50	8 15	..	12 15	..
80¼	Keynsham	—	—	6 40	—	—	—	10 0	10 50	12 0	12 45	1 45	2 0	3 40	4 30	6 0	8 30	9 15	12 25	10 10
82¼	Saltford	..	..	..	—	—	—	10 10	11 0	12 10	..	..	2 10	3 50	4 40	—	8 40	9 25	—	10 27
85¼	Twerton	—	—	—	—	—	—	10 16	..	12 16	..	..	2 16	..	4 46	—	8 46	9 31	—	10 34
87	ATH	—	—	—	—	—	—	10 22	..	12 22	..	..	2 22	..	4 52	—	8 52	9 37	—	10 44
92	Box	—	—	—	7 0	7 25	..	9 0	10 30	11 18	12 30	1 10	2 0	2 30	4 7	5 0	6 25	9 0	9 45	12 45
95¾	Corsham	—	—	—	—	7 36	..	..	..	11 30	..	1 25	..	..	4 20	..	6 40	9 12	..	..
100	CHIPPENHAM	—	—	—	—	..	..	9 23	..	11 42	..	1 35	..	..	4 32	..	6 55	9 26	..	..
111	WOOTTON BASSET	—	—	—	8 0	..	..	9 35	..	11 55	..	1 49	..	..	4 44	..	7 10	9 38	..	1 15
		—	—	—	—	—	—	9 59	—	—	—	—	—	—	5 8	—	—	10 0	..	—
	153¾ GLOUCESTER departure	..	..	..	7 0	..	8 30	..	10 20	..	12 45	1 30	..	3 40	..	6 0	..	..	..	12 15
	143¼ Stonehouse	..	..	..	7 18	..	..	..	10 40	..	1 5	..	..	3 48	..	6 18	..	..	..	..
	141¼ STROUD	..	..	..	7 25	..	8 55	For	10 50	..	1 12	1 52	..	4 5	For	6 25	For	..	..	12 40
	138¼ Brimscomb	..	..	..	7 30	..	9 0	dwn.	10 55	..	1 17	..	..	4 10	dwn.	6 30	dwn.	..	..	..
	130¾ Tetbury Road	..	..	..	8 0	..	9 30	train	11 30	..	1 40	2 20	..	4 27	train	6 50	train	..	1 15	11 30
	124¾ CIRENCESTER	..	..	..	..	..	9 5	11	0 11 20	..	1 30	..	..	4 15	5 25	6 40	8 20	..	..	11 20
	125 MINETY	..	..	..	8 10	..	9 50	..	12 7	..	1 57	..	..	4 38	..	7 10	..	..	..	12 7
	121 Purton	..	..	..	8 18	..	10 0	..	12 17	..	2 7	..	..	4 50	..	7 20	..	..	..	12 17
	SWINDON Arrival	..	..	..	8 37	..	10 13	..	12 30	..	2 18	2 48	..	5 20	..	7 40	10 15	..	1 50	1 0
116¾	JUNCTION Departure	..	..	..	8 47	..	10 23	..	12 40	..	2 28	2 49	3 45	5 30	..	7 50	..	..	2 0	1 10
122¼	SHRIVENHAM	..	..	..	8 58	..	10 35	..	12 53	..	..	..	3 57	5 43	..	..	..	..	..	..
130	FARINGDON ROAD	..	..	..	9 13	..	10 50	For down day mail.	..	..	2 53	..	4 13	..	..	8 13	..	..	2 25	2 10
137½	STEVENTON	..	..	..	9 28	..	..		..	..	..	..	4 27	6 10	..	..	..	..	2 43	3 35
	Starting from			a.m.																
	150¾ OXFORD	..	..	7 59	9 10	..	10 45	11 45	1 0	..	2 45	2 45	4 0	5 45	..	8 0	..	..	2 20	2 45
	143¾ ABINGDON ROAD	..	..	8 5	9 25	..	11 0	11 58	1 15	..	3 0	..	4 15	6 5	..	8 15	..	..	2 35	3 0
	142¾ APPLEFORD	..	..	8 8	9 29	..	..	12 2	..	..	3 3	..	4 20	6 10	..	..	..	..	..	3 3
140¼	DIDCOT	..	..	8 14	9 35	..	11 10	12 10	1 30	..	3 25	3 20	4 39	6 21	..	8 33	..	..	2 49	3 42
146¼	WALLINGFORD ROAD	..	..	8 30	..	..	11 28	..	..	..	3 43	..	4 50	6 37	..	..	..	..	3 6	4 2
149¼	Goring	..	..	8 38	9 55	..	..	..	..	..	..	..	4 58	6 48	..	..	..	..	..	4 14
152¼	PANGBOURNE	a.m	..	8 46	10 2	..	11 40	..	..	..	..	..	5 6	..	..	8 59	..	..	..	4 26
158	READING	7 30	..	9 0	10 16	..	11 53	..	2 12	..	4 5	..	5 20	7 9	..	9 13	..	..	3 30	4 48
163	TWYFORD	7 40	..	9 10	10 26	a.m.	..	p.m.	2 25	..	..	..	5 30	7 23	p.m.	9 25	..	..	..	5 8
171¼	MAIDENHEAD	7 59	a.m.	9 30	10 40	11 15	12 20	1 45	..	..	4 30	..	5 50	7 41	8 30	9 42	..	..	4 0	5 41
175¾	SLOUGH	8 6	9 0	9 40	10 50	11 25	12 30	2	2 52	5 15	4 45	..	6 0	7 54	8 45	9 50	..	..	4 10	6 2
180¾	West Drayton	8 18	9 10	9 53	..	11 37	..	2 10	..	5 25	..	..	6 10	..	8 55	..	..	..	4 22	6 19
184¾	Southall	8 28	9 19	10 3	..	11 46	..	2 19	..	5 34	..	..	6 19	..	9 5	..	..	..	..	6 35
186¾	Hanwell	8 33	9 24	10 9	..	11 51	..	2 24	..	5 39	..	..	6 24	..	9 10	..	..	..	..	6 43
188¾	Ealing	8 38	9 28	10 14	..	11 56	..	2 28	..	5 43	..	..	6 28	..	9 15	..	..	..	..	6 51
193¾	PADDINGTON	8 55	9 45	10 30	11 30	12 15	1 10	2 45	3 40	6 0	5 30	4 30	6 45	8 35	9 30	10 30	..	..	4 50	7 15

Trains marked thus * run on Sundays.

GREAT WESTERN TABLE OF FARES.

From Paddington.

STATIONS.	Passengers. 1 cl.	2 cl.	3 cl.	*Carriages. 4 wl	2 wl	Horses. Each	Pair s.pr
Paddington	..	..	..	s. d.	s. d.	s. d.	s. d.
Ealing	1s3d	0s9d	0s6d	..	..	..	..
Hanwell	1 6	1 0	0 8	..	..	..	..
Southall	2 0	1 3	0 9	..	..	..	..
West Drayton	3 0	1 6	1 1	..	..	8 0	13 0
Slough	4 0	2 6	1 6	11 0	8 0	9 0	14 0
Maidenhead	5 0	3 6	1 11	12 0	9 0	10 0	16 0
Twyford	7 0	5 0	2 7	16 0	12 0	14 0	24 0
Reading	8 0	5 6	3 0	20 0	15 0	16 0	28 0
Pangbourne	9 6	6 6	3 6	24 0	18 0	20 0	32 0
Goring	10 0	7 0	3 9	..	..	..	..
Wallingford Road	11 0	7 6	4 0	28 0	21 0	24 0	40 0
Didcot	12 0	8 0	4 5	..	..	..	..
Appleford	12 6	8 6	4 7	..	..	..	..
Abingdon Road	13 0	9 0	4 8	32 0	24 0	28 0	48 0
Steventon	13 0	9 0	4 9	32 0	24 0	28 0	48 0
OXFORD	14 0	9 6	5 0	36 0	27 0	32 0	52 0
Faringdon Road	14 6	10 0	5 4	36 0	27 0	32 0	52 0
Shrivenham	16 0	11 0	6 0	39 0	29 0	35 0	55 0
Swindon	17 6	12 0	6 5	42 0	32 0	38 0	58 0
Purton	18 6	12 6	6 10	..	..	..	..
Minety	19 6	13 6	7 2	45 0	35 0	41 0	61 0
CIRENCESTER	22 0	15 0	7 11	48 0	38 0	44 0	64 0
Tetbury Road	21 0	14 6	7 7	46 0	36 0	42 0	62 0
Stroud	23 0	14 6	7 7	46 0	36 0	42 0	62 0
GLOUCESTER	26 0	17 6	9 6	55 0	45 0	50 0	70 0
Wootton Basset	19 0	13 0	6 11	44 0	34 0	40 0	60 0
Chippenham	21 6	14 6	7 10	47 0	37 0	43 0	63 0
Corsham	22 6	16 0	8 3	..	..	..	..
Box	23 6	16 6	8 6	..	..	..	..
BATH	24 6	17 0	8 11	53 0	43 0	48 0	68 0
Twerton	25 0	17 3	9 1	..	..	..	..
Saltford	25 6	17 6	9 4	..	..	..	..
Keynsham	26 0	18 0	9 6	..	..	..	..
BRISTOL	27 0	18 6	9 11	58 0	48 0	53 0	78 0
Nailsea	29 0	19 6	10 7	..	..	..	..
Clevedon Road	30 0	20 0	10 11	61 0	51 0	56 0	76 0
Banwell	31 0	21 0	11 2	..	..	..	..
Weston Sup. Mare	31 6	21 6	11 7	64 0	54 0	59 0	79 0
Highbridge	33 0	23 0	12 2	68 0	57 0	63 0	83 0
Bridgewater	34 6	23 6	12 8	72 0	60 0	65 0	85 0
Taunton	37 0	25 6	13 7	78 0	65 0	71 0	91 0
Wellington	39 0	26 6	14 2	82 0	68 0	74 0	96 0
Tiverton Road	41 0	28 0	14 11	86 0	70 0	77 0	100
Collumpton	41 6	28 6	15 2	88 0	71 0	78 0	102
Hele	42 6	29 0	15 6	..	..	..	..
Exeter	44 6	30 0	16 2	92 0	74 0	82 0	108

From Bristol.

STATIONS.	Passengers. 1 cl.	2 cl.	3 cl.	*Carriages. 4 wl	2 wl	Horses. Ea.	Pair s.pr
Bristol	27s	18s 6	9s 11	58s	48s	53s	73s
Keynsham	25 9	17 9	9 5	..	..	..	..
Saltford	25 6	17 6	9 3	..	..	..	..
Twerton	25 0	17 3	9 2	..	..	..	..
BATH	24 0	17 0	8 10	..	..	51 0	71 0
Box	23 0	16 0	8 5	54 0	45 0	49 0	67 0
Corsham	22 0	15 0	8 0	51 0	42 0	46 0	63 0
Chippenham	20 0	13 6	7 4	47 0	38 0	42 0	58 0
Wootton Basset	19 0	13 0	6 11	43 0	35 0	38 0	54 0
GLOUCESTER	17 6	12 0	6 5	40 0	32 0	35 0	50 0
Stroud	17 0	11 6	6 2	..	..	..	..
Tetbury Road	16 0	11 0	5 11	36 0	29 0	32 0	46 0
CIRENCESTER	15 6	11 0	5 8	..	..	..	..
Minety	16 0	11 6	5 9	36 0	29 0	32 0	46 0
Purton	14 0	9 6	5 2	32 0	26 0	28 0	42 0
Swindon	17 0	12 0	6 4	38 0	30 0	34 0	49 0
Shrivenham	12 6	8 6	4 7	28 0	23 0	25 0	37 0
Faringdon Road	11 0	7 6	3 11	24 0	20 0	22 0	32 0
Steventon	9 6	6 6	3 6	20 0	17 0	19 0	27 0
OXFORD	10 0	7 0	3 10	..	..	..	..
Abingdon Road	10 6	7 6	4 2	20 0	17 0	19 0	27 0
Appleford	11 6	8 0	5 0	22 0	18 0	22 0	29 0
Wallingford Road	12 9	9 0	4 8	..	..	..	..
Didcot	15 3	10 6	5 7	..	..	..	..
Pangbourne	13 0	8 0	6 7	..	..	..	..
Goring	8 0	5 6	3 0	16 0	14 0	15 0	22 0
Reading	5 6	3 6	2 1	12 0	10 0	11 0	17 0
Pangbourne	4 6	2 6	1 8	..	..	..	..
Goring	3 6	2 0	1 5	..	..	..	..
Twyford	2 6	1 6	1 0	8 0	6 0	7 0	12 0
Maidenhead	2 0	1 3	0 10	..	..	..	..
Slough	1 6	1 0	0 7	..	..	..	..
West Drayton	1 0	0 6	0 5	..	..	..	..
Southall	..	..	..	..	..	..	..
Hanwell	2 0	1 0	0 8	..	..	..	..
Ealing	3 0	2 0	1 5	..	..	..	..
Paddington	4 0	2 6	1 8	..	..	..	..

* Carriages and Horses, when conveyed by the Goods or cheap train, will be charged one-third less than this scale.

Exeter is 45 miles from Plymouth; Cirencester is 15 miles from Cheltenham, 13 miles from Stroud, and 17 miles from Gloucester.

From EXETER to

	Passengers. 1st clss	2nd clss	3rd clss	*Carriages. 4 whl	2 whl	Horses. Each	Pair. same pro.
Hele	2s0d	1s0d	0s9d	s. d.	s. d.	s. d.	s. d.
Collumpton	3 0	1 6	1 1	10 0	8 0	8 0	13 0
Tiverton Road	3 6	2 0	1 3	12 0	9 0	10 0	16 0
Wellington	5 6	3 6	2 0	16 0	12 0	14 0	21 0
Taunton	7 6	4 6	2 7	18 0	12 0	15 0	23 0
Bridgewater	10 0	6 6	3 7	24 0	17 0	19 0	29 0
Highbridge	11 6	7 0	4 1	28 0	20 0	24 0	35 0
Weston Sn. Mar	13 0	8 6	4 11	32 0	23 0	27 0	39 0
Banwell	13 6	9 0	5 0	..	..	..	..
Clevedon Road	14 6	10 0	5 4	36 0	26 0	31 0	47 0
Nailsea	15 6	10 6	5 8	..	..	..	..
BRISTOL	17 6	11 6	6 4	40 0	30 0	34 0	54 0
BATH	20 0	13 0	7 3	48 0	35 0	41 0	63 0
Cirencester	29 0	19 6	11 3	60 0	46 0	52 0	75 0
GLOUCESTR.	30 6	19 6	12 10	..	..	..	..
OXFORD	34 6	23 6	13 7	75 0	57 0	64 0	88 0
Paddington	44 6	30 0	16 2	92 0	74 0	82 0	108

Fares by the 9 45 a.m. down, and 12 noon up,

EXPRESS TRAINS.

	From Paddington. 1st Class.	2nd Class.	From Bristol. 1st Class.	2nd Class.	From Exeter. 1st Class	2nd Class.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
PADDINGTON	..	..	30 0	21 0	50 0	34 0
DIDCOT	13 0	8 6	17 0	12 6	..	..
OXFORD	15 0	10 0	19 0	14 0	39 0	27 0
SWINDON	20 3	14 0	10 0	7 0	..	..
CIRENCESTER	25 0	18 0	15 0	11 0	32 0	21 6
STROUD	25 6	18 6	13 6	8 6	..	..
GLOUCESTER	28 6	20 0	14 6	9 0	33 0	21 0
BATH	27 6	19 6	2 6	1 6	22 6	14 6
BRISTOL	30 0	21 0	..	..	20 0	13 0
TAUNTON	41 0	28 6	11 0	7 6	9 0	5 6
EXETER	50 0	34 0	20 0	13 0	..	..

*** The strong black mark or stop under certain times of arrival, in the two preceding tables, show that the trains do not proceed beyond the stations on the same line.

Trains stop on particular days as indicated by their initials.

SUNDAY TRAINS.—The Trains marked with an * in the two preceding tables run on Sundays, and in addition there are trains as follow:—

DOWN.—From Paddington to Slough at 8½ and 9½ a.m. to Reading, at 9 a.m.; to Maidenhead, at 5 p.m.; to Oxford at 7 p.m.; to Exeter, at 10¼ a.m.: and 2 p.m.; from Swindon to Bristol at 8½ a.m.; from Bath to Bristol, at 9½ p.m.

UP.—From Exeter to Bristol, at 7 a.m. & 3 15 p.m.; to Bath at 5 15 p.m.; to Maidenhead, at 12¼ p.m.; from Bristol to Swindon, at 6½ p.m.; to Bath, at 6½ a.m.; to Paddington, from Oxford, at 7 20 a.m., and 5 50 p.m.; from Slough, at 8 a.m. and 5 p.m.; from Maidenhead at 6½ p.m.; and from Reading, at 9 p.m.

SOUTH EASTERN, or LONDON & DOVER.

Sec., Capt. O'Brien, London. Sup. Capt. Charlewood. Res. Engr., P. W. Barlow.

Miles.	Down Trains.	3 clss only. a.m.	1 & 2 Fast. a.m.	1 & 2 clss. a.m.	1 & 2 clss. a.m.	1 & 2 clss. p.m.	1 & 2, clss p.m.	1 & 2 clss. p.m	1 & 2 clss. p.m.	1 & 2 3 clss only. p.m.	1 & 2 clss. p.m.	1 & 2 clss p.m	1 & 2 Mail. p.m.
	London B	6 45	8 0	10 0	11 30	12 30	1 30	2 30	3 30	..	4 30	5 30	8 30
	Bricklavrs' A	6 45	8 0	10 0	11 30	12 30	1 30	2 30	3 30	4 0	..	5 30	..
10½	Croydon	7 15	..	10 26	..	12 56	..	2 56	..	4 30	4 56	5 56	9 4
19½	Merstham	7 45	..	10 44	..	1 14	..	3 14	..	4 53	5 14	6 14	..
21	Reigate	8 0	..	10 52	12 19	1 22	2 19	3 22	4 19	5 3	5 22	6 22	9 32
26	Godstone	8 15	..	11 8	..	1 38	..	3 38	..	5 20	5 38	6 38	9 46
31½	Edenbridge	8 30	..	11 22	..	1 52	..	3 52	..	5 35	5 52	6 52	10 0
36¾	Penshurst	8 45	..	11 35	..	2 5	..	4 5	..	5 50	6 5	7 5	10 13
41½	**Tunbridg**	9 5	9 20	11 47	1 3	2 17	3 3	4 17	5 3	6 7	6 17	7 17	10 24
46	Paddock Wd.	9 25	9 32	12 3	..	2 33	..	4 33	5 20	6 33	6 33	7 33	10 41
49	Yalding	9 35	9 35	12 7	..	2 37	..	4 37	..	6 37	6 37	..	..
56	Maidstone ar	10 10	10 10	12 40	..	3 12	..	5 12	..	7 14	7 14	..	..
50½	Marden dep.	9 40	..	12 16	..	..	3 30	..	..	7 10	..	7 46	10 54
53	Staplehurst	10 5	..	12 26	1 34	..	3 38	..	5 36	7 25	..	7 56	11 4
56	**Headcorn**	10 15	..	12 36	..	..	3 50	..	..	7 40	..	8 6	11 14
61½	Pluckley	10 35	..	12 50	..	..	4 4	..	..	8 0	..	8 21	11 28
67	Ashford	10 50	10 11	1 5	2 4	..	4 18	..	6 6	8 25	..	8 35	11 42
75	Westenhang	11 20	..	1 26	..	..	4 40	..	..	9 10	..	8 57	12 4
82	Folkestone	11 40	10 35	1 42	2 39	..	4 54	..	6 40	9 33	..	9 14	12 19
88	**Dover**	12 15	11 0	2 10	3 0	..	5 15	..	7 0	10 0	..	9 40	12 34

Sunday Trains.

3 clss	1 & 2 a.m.	1 & 2 a.m.	3 clss p.m.	1 & 2 p.m.	1,2m p.m.
6 45	7 30	10 0	3 30	4 30	5 30
6 45	7 30	10 0	3 30	4 30	..
7 15	7 56	..	4 0	4 56	9 4
7 45	8 14	..	4 30	5 14	..
8 0	8 22	10 49	4 45	5 22	9 32
8 15	8 38	..	5 0	5 38	9 46
8 30	8 52	..	5 15	5 52	10 0
8 45	9 5	..	5 30	6 5	10 13
9 5	9 15	11 33	5 50	6 17	10 24
9 25	9 33	11 50	6 10	6 33	10 41
9 37	9 37	11 54	6 37	6 37	..
10 12	10 12	12 29	7 14	7 14	..
9 40	9 47	..	6 25	6 47	10 54
10 5	9 55	12 6	6 50	6 55	11 4
10 15	10 7	..	7 15	7 7	11 14
10 35	10 21	..	7 35	7 21	11 28
10 50	10 35	12 36	7 50	7 35	11 42
11 20	10 57	..	8 20	7 57	12 4
11 40	11 13	1 10	8 40	8 13	12 19
12 15	11 40	1 30	9 15	8 40	12 34

Miles.	Up Trains	1 & 2 Mail a.m.	3 clss. only. a.m.	1 & 2 clss. a.m.	1 & 2 clss. a.m.	1 & 2 clss. a.m.	1 & 2 clss. a.m.	1 & 2 clss. a.m.	1 & 2 clss. a.m.	1 & 2 clss. p.m.	1&2 clss. p.m	3 cls only p.m	1&2 clss. p.m	1 & 2 clss. p.m.
0	**Dover**	1 0	5 30	..	6 45	..	9 30	..	..	11 0	1 0	2 0	3 0	6 30
6	Folkestone	1 16	5 48	..	7 0	..	9 45	..	..	11 15	1 15	2 18	3 15	6 45
13	Westenhanger	1 35	6 10	..	7 20	..	10 5	..	..	11 35	..	2 40	3 35	7 5
21	Ashford	1 55	6 35	..	7 39	..	10 24	..	..	11 54	1 52	3 5	3 54	7 24
26½	Pluckley	2 9	6 57	..	7 54	..	..	..	..	12 9	..	3 27	..	7 39
32	**Headcorn**	2 22	7 15	..	8 7	..	..	..	..	12 22	..	3 45	..	7 52
35	Staplehurst	2 31	7 28	..	8 17	..	10 56	..	..	12 30	2 24	3 58	4 26	7 59
37½	Marden	2 40	7 43	..	8 24	..	..	..	..	12 39	..	4 13	..	8 10
32	Maidstone	..	7 0	7 0	..	9 0	..	..	11 15	..	..	4 0	4 0	7 45
39	Yalding arrival.	..	7 16	7 16	..	..	..	..	11 30	..	..	4 16	4 16	8 2
42	Paddock Wood	2 53	8 2	7 32	8 35	9 25	..	11 43	12 50	2 42	4 32	..	8 21	
47	**Tunbridge.**	3 9	8 25	7 48	8 50	9 39	11 26	11 59	1 5	2 57	4 50	4 56	8 38	
51½	Penshurst	3 21	9 0	8 4	9 6	..	..	12 15	..	3 13	5 25	..	8 51	
56½	Edenbridge	3 35	9 16	8 18	9 20	..	..	12 29	..	3 27	5 42	..	9 5	
61½	Godstone	3 49	9 32	8 32	9 34	..	..	12 43	..	3 41	5 59	..	9 19	
67	Reigate	4 2	9 50	8 46	9 48	..	12 17	12 57	1 56	3 55	6 18	5 50	9 31	
68½	Merstham	..	9 57	8 53	9 56	..	..	1 4	..	4 2	6 25	..	9 36	
77½	Croydon	4 29	10 30	9 13	10 15	..	..	..	2 29	..	6 59	..	10 4	
	Bricklyrs' Arms	..	11 10	..	10 50	11 15	1 5	1 50	3 0	4 50	7 40	6 40	10 40	
88	**London**bridge	5 0	..	9 45	10 50	11 15	1 5	1 50	3 0	4 50	7 40	6 40	10 40	

Sunday Trains.

1,2ml a.m.	3 clss a.m.	1 & 2 a.m.	1&2 a.m.	3 clss p.m.	1 & 2 p.m.
1 0	8 30	9 30	3 0	5 30	6 30
1 16	8 48	9 45	3 15	5 48	6 45
1 35	9 10	10 5	..	6 10	7 5
1 56	9 35	10 24	3 52	6 35	7 24
2 9	9 57	10 39	..	6 57	7 39
2 22	10 15	10 52	..	7 15	7 52
2 31	10 28	10 59	4 24	7 28	7 59
2 40	10 43	11 10	..	7 43	8 10
..	10 45	10 45	4 0	7 45	7 45
..	11 2	11 2	4 16	8 2	8 2
2 53	11 2	11 21	..	8 2	8 21
3 9	11 25	11 38	4 54	8 25	8 38
3 21	12 0	11 51	..	9 0	8 51
3 35	12 16	12 5	..	9 16	9 5
3 49	12 32	12 19	..	9 32	9 19
4 2	12 50	12 31	5 45	9 50	9 31
..	12 57	12 36	..	9 57	9 36
4 29	1 30	1 4	..	10 30	10 4
..	2 10	1 40	6 35	11 10	10 40
5 0	2 10	1 40	6 35	11 10	10 40

Trains to and from Merstham, Yalding, & East Farleigh, stop only when there are passengers to take up or set down.

Fares.—From London Bridge or Bricklayer's Arms to Maidstone, 8s., 5s. 6d., 3s. 6d.; to Dover, 18s. 6d., 12s., 7s. 4d.

From Dover to Maidstone, 12s., 8s., 4s. 2d.

Miles	DOWN TRAINS. Depart from	6½ a.m Mix.	7 a.m. Mix.	8½ a.m. Slow.	9 a.m. Mix.	10½ a.m. Mix.	11 a.m. fast	12½ p.m. Exps	1 p.m Mix	2½ p.m Mix	3 p.m. fast	4½ p.m Mix	5 p.m Mix	5½ p.m Mix	8½ mxd. Mail.
	Nine Elms	6 30	7 0	8 30	9 0	10 30	11 0	12 30	1 0	2 15	3 0	4 15	5 0	5 30	8 30
3	Wandsworth	6 38	..	8 42	9 9	10 38	..	..	1 9	2 23	..	4 23	..	5 38	..
6	Wimbledon	6 47	..	8 54	9 18	10 47	..	..	1 18	2 32	..	4 32	..	5 47	..
10½	Kingstn & H.C	7 0	..	9 10	9 30	11 0	..	..	1 30	2 45	..	4 45	5 20	6 0	8 55
13	Esher & Clrmt.	7 7	..	9 20	9 39	11 7	..	..	1 39	2 52	..	4 52	..	6 7	9 2
15½	Walton	7 15	..	9 30	9 46	11 15	..	..	1 46	3 0	..	5 0	..	6 15	..
17½	Weybridge ..	7 20	7 37	9 38	9 53	11 20	..	..	1 53	3 7	..	5 7	5 40	6 20	9 12
23	Woking	..	7 50	10 0	10 8	11 35	11 46	..	2 8	3 20	3 46	5 20	5 54	..	9 27
	Guildford	..	8 5	10 23	10 23	11 50	..	..	2 23	..	4 0	..	6 10	..	9 42
31	Farnborough	..	8 15	10 35	10 28	..	12 4	..	2 28	..	4 4	..	6 15	..	9 50
38	Winchfield	..	8 28	11 0	10 43	..	12 17	..	2 43	..	4 17	..	6 28	..	10 8
46	Basingstoke ..	..	8 45	11 30	11 3	..	12 33	1 38	3 3	..	4 33	..	6 45	..	10 31
56½	Andover Road	..	9 15	12 10	11 35	..	1 1	..	3 35	..	5 1	..	7 15	..	10 59
65	Winchester ..	..	9 34	12 35	11 53	..	1 19	..	3 53	..	5 19	..	7 34	..	11 16
72	Bishopstoke	..	9 55	1 5	12 15	..	1 37	..	4 15	..	5 37	..	7 55	..	11 34
78	**S'hampton** ..	..	10 10	1 30	12 30	..	1 50	2 30	4 30	..	5 50	..	8 10	..	11 57
77½	**Bishopstk.**	..	9 55	1 5	12 15	..	1 37	..	4 15	..	5 37	..	7 55	..	11 34
83	Botley	..	10 9	1 23	12 27	..	..	..	4 27	..	..	..	8 9	..	11 56
88	Fareham	..	10 18	1 40	12 41	..	1 58	..	4 41	..	5 58	..	8 18	..	12 10
	Gosport ..	..	10 35	2 0	1 0	..	2 15	2 50	5 0	..	6 15	..	8 35	..	12 32

DOWN TRAINS. Depart from	SUNDAY TRAINS. a.m. Slow.	a.m. Mixd	a.m. Mixd	p.m Mix	a.m. Mix	a.m. Mix	Mail. Mixd
Nine Elms	8 30	9 15	10 0	2 15	5 0	7 15	8 30
Wandsworth	8 42	9 23	10 9	2 23	5 8	7 23	..
Wimbledon	8 54	9 32	10 28	2 32	5 17	7 32	..
Kingstn & Ham Ct.	9 10	9 45	10 32	2 45	5 30	7 45	8 55
Esher & Claremont	9 20	9 52	10 42	2 52	5 37	7 52	9 2
Walton	9 30	10 0	10 50	3 0	5 45	8 0	..
Weybridge	9 38	10 7	11 0	3 7	5 52	8 7	9 12
Woking	10 0	10 20	11 15	3 20	6 6	8 20	9 27
Guildford	9 42	10 23	10 35	..	6 20	..	9 42
Farnborough	9 56	10 35	..	11 40	6 35	..	9 50
Winchfield	11 0	..	11 56	..	6 52	..	10 8
Andover Road	11 30	..	12 17	..	7 15	..	10 31
Winchester	12 10	..	12 47	..	7 47	..	10 59
Bishopstoke	12 35	..	1 7	..	8 7	..	11 16
Southampton	1 5	..	1 27	..	8 27	..	11 34
Bishopstk.	1 5	..	1 27	..	8 27	..	11 34
Botley	1 23	..	1 39	..	8 39	..	11 56
Fareham	1 40	..	1 53	..	8 53	..	12 10
Gosport ..	2 0	..	2 10	..	2 10	..	12 32

Miles	UP TRAINS. Depart from	Mail Mix a.m	7½ a.m Mix	9 a.m Mix	6½ a.m Mix	8½ a.m. Slow.	8½ a.m Mix	10½ a.m fast	2½ p m Mix	Exps noon 1st cl	12½ p.m. Mix	2½ p.m fast	5¼ p.m Mix	7½ p.m Mix	9½ p.m Mix
	Gosport ..	1 35	..	..	6 30	8 45	8 30	10 30	..	12 5	12 30	2 30	..	..	5 0
5	Fareham	1 50	..	..	6 42	9 2	8 42	10 42	..	..	12 42	2 42	..	..	5 42
10½	Botley	2 2	..	..	6 54	9 18	8 54	..	..	..	12 54	2 54	..	..	5 54
16	Bishopstoke..	2 29	..	..	7 11	9 39	9 11	11 11	..	..	1 11	3 11	..	..	6 11
22	**S'hampton**	2 15	..	..	7 0	9 15	9 0	11 0	..	12 30	1 0	3 0	..	..	6 0
	Bishopstoke..	2 29	..	..	7 11	9 39	9 11	11 11	..	..	1 11	3 11	..	..	6 11
23	Winchester ..	2 48	..	..	7 32	10 9	9 35	11 30	..	..	1 35	3 30	..	..	6 32
31½	Andover road	3 12	..	..	7 57	10 45	10 0	11 50	..	..	2 0	3 50	..	..	6 54
42	Basingstoke ..	3 32	..	..	8 20	11 18	10 28	12 11	..	1 20	2 28	4 11	..	..	7 16
50	Winchfield ..	3 50	..	..	8 40	11 47	10 46	12 28	..	..	2 46	4 28	..	..	7 32
57	Farnborough	4 7	..	..	8 54	12 13	11 3	12 42	..	..	3 3	4 42	..	..	7 50
71	Guildford	..	7 30	..	8 55	12 15	11 10	12 15	..	..	3 10	4 45	..	..	7 55
65½	Woking	4 25	7 45	..	9 12	12 44	11 25	1 0	2 45	..	3 25	5 0	5 15	..	8 10
70	Weybridge ..	4 39	7 57	9 0	9 23	1 0	11 37	..	3 0	..	3 37	..	5 27	7 30	..
72½	Walton	..	8 3	9 5	..	1 20	11 42	..	3 5	..	..	..	5 33	7 35	..
75	Esher & Clrmt	4 47	8 10	9 12	..	1 29	11 48	..	3 12	..	..	..	5 40	7 42	..
77½	Kingstn. & H.C.	4 56	8 19	9 22	9 45	1 38	11 55	..	3 22	..	3 55	..	5 49	7 52	8 40
82	Wimbledon ..	..	8 32	9 33	..	1 52	12 8	..	3 33	..	..	..	6 5	8 3	..
85	Wandsworth ..	..	8 41	9 42	..	2 1	12 17	..	3 42	..	..	..	6 15	8 12	..
	Nine Elms	5 25	8 50	9 50	10 10	2 15	12 30	1 50	3 50	2 30	4 30	5 50	6 20	8 20	9 5

UP TRAINS. Depart from	SUNDAY TRAINS. Mail. Mixd	a.m. Slow.	a.m. Mixd	a.m. Mixd	p.m Mix	p.m Mix	p.m Mix
Gosport ..	1 35	8 45	..	9 30	..	4 30	..
Fareham	1 50	9 2	..	9 42	..	4 42	..
Botley	2 2	9 18	..	9 54	..	4 54	..
Bishopstoke..	2 29	9 39	..	10 11	..	5 11	..
S'hampton	2 15	9 15	..	10 0	..	5 0	..
Bishopstoke..	2 29	9 39	..	10 11	..	5 11	..
Winchester ..	2 48	10 9	..	10 34	..	5 34	..
Andover road	3 12	10 45	..	11 0	..	6 0	..
Basingstoke ..	3 32	11 18	..	11 23	..	6 23	..
Winchfield ..	3 50	11 47	..	11 46	..	6 46	..
Farnborough	4 7	12 13	..	12 5	..	7 5	..
Guildford	..	12 5	9 0	..	6 0	..	..
Woking	4 25	12 44	9 15	12 27	6 15	7 27	8 15
Weybridge ..	4 39	1 0	9 27	12 43	6 27	7 43	8 27
Walton	..	1 20	9 33	12 51	6 33	7 51	8 33
Esher & Clrmt	4 47	1 29	9 40	0 6	6 40	8 0	8 40
Kingstn. & H.C.	4 56	1 38	9 49	1 9	6 49	8 9	8 49
Wimbledon ..	..	1 52	10 5	1 20	7 5	8 20	9 5
Wandsworth ..	..	2 1	10 15	1 30	7 15	8 30	9 15
Nine Elms	5 25	2 15	10 20	1 45	7 20	8 45	9 20

LONDON AND SOUTH WESTERN.

Southampton to Gosport.

Miles	DOWN TRAINS.	Week Days. Mixd a.m.	Mixd noon	Slow p.m.	Mixd p.m.	Mixd p.m.	Mixd p.m.	Sundays. Mixd a.m.	Mixd p.m.	Slow p.m.	Mixd a.m.
	Southamptn	9 40	12 0	12 45	4 0	5 20	7 40	10 0	1 10	12 45	8 10
6	Bishopstoke	9 55	12 15	1 5	4 15	5 37	7 55	10 17	1 27	1 5	8 27
11½	Botley	10 9	12 27	1 23	4 27	..	8 9	10 29	1 39	1 23	8 39
17	Fareham	10 18	12 41	1 40	4 41	5 58	8 18	10 43	1 53	1 40	8 53
22	**Gosport**	10 35	1 0	2 0	5 0	6 15	8 35	11 0	2 10	2 0	9 10

Gosport to Southampton.

Miles.	UP TRAINS.	Week Days. Slow Mixd a.m.	Mixd a.m.	Mixd p.m.	Mixd p.m.	Mixd p.m.	Sundays. Slow Mixd a.m.	Mixd p.m.	Mixd p.m.	Mixd p.m.
	Gosport	8 45	10 30	2 30	5 30	7 45	8 45	9 30	4 30	7 45
5	Fareham	9 2	10 42	2 42	5 42	8 0	9 2	9 42	4 42	7 59
10½	Botley	9 18	..	2 54	5 54	8 15	9 18	9 54	4 54	8 13
16	Bishopstoke	9 39	11 11	3 11	6 11	8 35	9 39	10 11	5 11	8 27
22	**Southamptn**	10 0	11 30	3 30	6 30	8 50	10 0	10 30	5 30	8 45

FARES.

Mixd 1 cls.	Mixd 2 cls.	Slow	Day Ticket 1 cls.	Day Ticket 2 cls.
s. d.	s. d.	s. d.	s. d.	s. d.
1 6	1 0	0 6	2 0	1 4
2 6	2 0	1 0	3 4	2 8
3 6	2 6	1 5	4 8	3 4
4 6	3 0	1 10	6 0	4 0

1 Horse 7s., 2 10s., 3 12s. Cariages 10s., the whole dstnc.

Fares.

Mixd 1 cls.	Mixd 2 cls.	Slow	Day Ticket. 1 cls.	Day Ticket. 2 cls.
s. d.	s. d.	s. d.	s. d.	s. d.
1 6	1 0	0 5	2 0	1 4
2 6	1 6	0 11	3 4	2 0
3 6	2 6	1 4	4 8	3 4
4 6	3 0	1 10	6 0	4 0

THIRD CLASS only, by the Slow Train, at One Penny per Mile.

CHILDREN under Twelve Months old no charge; above One Year and under Ten, half price, by all Trains except the Slow.

From London.

FARES.

From Gosport.

Express and fast Train. 1 cls	serv	Mixed Train. 1 cls	2 cls	Reduced Fares, 7 & 9 o'ck 1 cls	2 cls	Slow Trn	Day Tickets 1 cls	2 cls	Carriage.	STATIONS.	Express and fast Train. 1 cls	serv	Mixed Train. 1 cls	2 cls	Reduced Fares, 7 & 9 o'ck 1 cls	2 cls	Slow Trn	Day Tickets 1 cls	2 cls	Carriage.	1 Ho.	2 Ho.	3 Ho.
s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.		s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
..	..	1 0	0 6	0 8	0 6	0 3	1 4	0 8	..	Wandsworth	..	..	2 1	1 6	2 0	1 6	0 11	3 4	2 0	..	0 7	0 10	1 0
..	..	1 6	1 0	1 3	1 0	0 6	2 0	1 4	..	Wimbledon	..	..	2 6	1 6	2 6	1 8	1 0	3 8	2 0	..	0 7	0 10	1 0
..	..	2 0	1 6	2 0	1 6	0 11	2 8	2 0	0	Kingstn & Ham Ct.	..	..	2 6	1 9	2 6	1 9	1 1	3 4	2 4	0	0 7	0 10	1 0
..	..	2 6	1 9	2 6	1 9	1 1	3 4	2 4	0	Esher & Claremont	..	..	2 9	2 0	3 0	2 0	1 4	4 0	2 8	0	0 7	0 10	1 0
..	..	3 0	2 0	3 0	2 0	1 4	4 0	2 8	0	Walton	..	..	3 0	2 0	3 0	2 0	1 4	4 0	2 8	0	0 7	0 10	1 0
..	..	3 6	2 6	3 6	2 6	1 6	4 8	3 4	0	Weybridge	..	..	3 6	2 6	3 6	2 6	1 6	4 8	3 4	0	0 7	0 10	1 0
6 0	5 0	5 6	4 0	4 6	3 6	1 11	7 4	5 4	0	Woking	6 0	5 0	5 6	4 0	4 6	3 6	1 11	7 4	5 4	0	0 7	0 10	1 0
7 6	6 0	7 0	5 0	5 9	4 4	2 5	9 0	6 8	0	Guildford	7 6	6 0	7 0	5 0	5 9	4 4	2 5	9 0	6 8	0	0 7	0 10	1 0
9 0	6 0	8 0	5 6	6 6	5 0	2 7	10 8	7 4	0	Farnborough	9 0	6 0	8 0	5 6	6 6	5 0	2 7	10 8	7 4	0	0 7	0 10	1 0
10 6	8 0	10 0	7 0	8 0	6 0	3 2	13 4	9 4	0	Winchfield	10 6	8 0	10 0	7 0	8 0	6 0	3 2	13 4	9 4	0	0 7	0 10	1 0
12 6	9 0	12 0	8 0	9 6	7 0	3 10	16 0	10 8	0	Basingstoke	12 6	9 6	12 0	8 6	10 6	8 0	4 2	16 0	11 4	0	0 7	0 10	1 0
15 6	11 0	15 0	10 0	11 6	9 0	4 9	20 0	13 4	0	Andover Road	15 6	11 0	15 0	10 0	11 6	9 0	4 9	20 0	13 4	0	0 7	0 10	1 0
18 6	13 0	17 6	12 0	13 6	10 0	5 5	23 4	16 0	0	Winchester	18 6	13 0	17 6	12 0	13 6	10 0	5 5	23 4	16 0	0	0 7	0 10	1 0
19 6	14 0	18 6	13 0	15 0	11 0	6 0	24 8	17 4	0	Bishopstoke	19 6	14 0	18 6	13 0	15 0	11 0	6 0	24 8	17 4	0	0 7	0 10	1 0
21 0	15 0	20 0	14 0	16 0	12 0	6 6	26 8	18 8	0	Southampton	21 0	15 0	20 0	14 0	16 0	12 0	6 6	26 8	18 8	0	0 7	0 10	1 0
20 6	15 0	19 6	14 0	16 0	12 0	6 6	26 0	18 8	0	Botley	..	..	2 6	1 6	2 0	1 6	0 11	3 4	2 0	0	0 7	0 10	1 0
21 6	15 6	20 6	14 6	16 6	12 6	6 11	27 4	19 4	0	Fareham	..	..	1 6	1 0	1 3	1 0	0 5	2 0	1 4	0	0 7	0 10	1 0
22 0	16 0	21 0	15 0	17 0	13 0	7 4	28 0	20 0	0	Gosport	..	..	..	..	..	..	..	..	..	0	0 7	0 10	1 0

SECOND EDITION,

Commencing 4th August, 1845.

Sec., A. Bulkeley, Shoreditch, London. **EASTERN COUNTIES—Cambridge Line.** Engr., R. Stephenson.

Distances from London	London to Ely & Norwich	DOWN TRAINS. 1 a.m.	2 a.m.	3 a.m.	4 quick train. a.m.	5 Noon	6 p.m.	7 3rd cls. a.m.	8 p.m.	9 p.m.	10 p.m.	11 p.m.	12 p.m.	13 mail p.m.	Sunday Trains. 1 a.m.	2 a.m.	3 p.m.	4 p.m.	5 mail p.m.	FARES. Ordinary Trns 1 Cl. s. d.	2 Cl. s. d.	3 Cl. s. d.
	LONDON	8 0	9 0	9 30	11 30	12 0	2 0	2 15	3 20	4 30	5 0	5 45	7 0	8 40	7 0	9 0	3 0	7 0	8 40	..	..	..
3½	Stratford	..	9 11	..	..	12 11	..	2 30	3 31	..	..	..	7 11	..	..	9 12	3 10	7 10	..	0 9 0	6 0	4
5½	Lea Bridge	..	9 17	..	..	12 17	..	2 39	..	..	..	5 59	7 17	..	..	9 19	3 18	7 18	..	0 10 0	7 0	6
7½	TOTTENHAM	8 17	..	..	..	12 23	2 18	2 48	3 40	4 47	..	6 5	7 23	8 57	7 18	9 27	3 26	7 26	8 57	0 10 0	7 0	6
9	Marsh Lane	..	9 26	..	..	..	..	2 57	..	..	..	6 12	..	..	..	9 34	..	7 33	..	0 10 0	9 0	9
9½	Edmonton	..	9 36	..	..	12 30	..	3 2	..	..	..	6 17	7 30	..	..	9 39	3 33	7 37	..	1 0 0	10 0	10
11½	PONDER'S END	..	9 36	..	..	12 36	..	3 10	3 50	4 57	..	6 24	7 36	9 7	7 29	9 46	3 41	7 43	9 7	1 3 1	0 1	0
14½	WALTHAM	8 30	9 41	9 58	..	12 43	2 32	3 20	3 56	5 3	5 28	6 32	7 43	9 12	7 37	9 52	3 49	7 56	9 12	2 0 1	6 1	3
19	BROXBOURNE	8 39	9 52	10 8	11 56	12 51	2 42	3 38	4 4	5 12	5 37	6 41	7 50	9 22	7 52	10 2	4 4	8 10	9 22	3 3 2	3 1	7
22	ST. MARGARET'S	..	..	10 19	..	1 2	..	4 14	4 14	5 22	..	..	8 2	..	..	10 14	4 17	8 23	..	4 6 3	0 1	10
24½	WARE	8 54	..	10 27	..	1 10	..	4 20	4 20	5 30	..	..	8 10	..	..	10 22	4 25	8 31	..	4 6 3	0 2	1
26	HERTFORD	9 4	..	10 37	..	1 20	..	4 30	4 30	5 40	..	..	8 20	..	..	10 32	4 35	8 40	..	4 6 3	0 2	2
22	Roydon	..	..	10 20	..	..	..	3 50	..	..	5 47	..	..	..	8 2	..	4 14	..	..	4 6 3	0 1	10
24½	Burnt Mill	..	..	..	..	..	..	..	..	..	5 53	..	..	..	8 7	..	..	..	..	4 9 3	3 2	1
26¼	HARLOW	9 2	..	10 32	..	..	3 2	4 8	..	..	5 58	..	..	9 45	8 12	..	4 25	..	9 45	5 0 3	6 2	2
28½	Sawbridgeworth	..	..	..	..	..	..	4 17	..	..	..	..	..	9 51	8 23	..	..	..	9 51	5 0 4	0 2	5
32½	BISHOP'S STORTFRD	9 15	..	10 46	12 15	..	3 15	4 25	..	..	6 13	..	..	10 0	8 32	..	4 35	..	10 0	6 0 4	6 2	9
35¼	Stanstead	..	..	10 55	..	..	..	4 34	..	..	..	..	..	..	8 39	..	4 45	..	..	6 6 4	6 3	0
37	Elsenham	9 31	..	..	..	..	..	4 42	..	..	6 28	..	..	..	8 46	..	4 56	..	..	7 0 5	0 3	1
41½	Newport	..	..	11 13	..	..	..	4 58	..	..	..	..	..	10 23	8 59	..	..	..	10 23	8 0 5	6 3	6
43½	WENDEN	9 50	..	11 21	12 50	..	3 46	5 8	..	..	6 47	..	..	10 32	9 8	..	5 20	..	10 32	8 6 6	0 3	8
47½	Chesterford	10 3	..	11 34	..	..	3 59	5 26	..	..	6 58	..	..	10 41	9 19	..	5 31	..	10 41	9 6 6	6 4	0
50½	Whittlesford	..	..	11 43	..	..	..	5 40	..	..	..	..	..	..	9 28	..	5 40	..	..	10 0 7	0 4	3
54	Shelford	10 19	..	..	..	..	..	5 55	..	..	..	..	..	..	9 38	..	5 50	..	..	10 6 7	6 4	6
57¼	CAMBRIDGE	10 30	..	12 0	1 20	..	4 20	6 9	..	..	7 19	..	..	11 6	9 50	..	6 0	..	11 6	10 6 7	6 4	10
62¾	Waterbeach	10 45	..	..	..	..	..	6 31	..	..	7 34	..	..	11 20	10 5	..	6 15	..	..	12 0 8	6 5	3
72	ELY	11 5	..	..	1 50	..	..	7 5	..	..	7 54	..	..	11 43	10 25	..	6 35	..	11 20	14 0 10	0 6	0
—	NORWICH	1 45	..	..	4 0	..	..	..	..	..	10 30	..	..	2 13	1 15	..	9 25	..	2 13	..	..	..
—	Arrival at Yarmouth	3 0	..	..	5 15	..	..	..	..	..	11 45	..	..	3 18	2 30	..	..	..	3 18	..	..	..

FARES from London, by quick trains: to Broxbourne, first class 4s., second 2s. 9d.; to B. Stortford, 7s. and 5s.; to Wenden, 10s. and 7s.; to Cambridge, 13s. and 9s.; to Ely, 17s. and 11s. 6d.

EASTERN COUNTIES.—Cambridge Line.

Distances from Ely.	Norwich and Ely to London.	UP TRAINS. 1 Mail p.m.	2 a.m.	3 a.m.	4 a.m.	5 a.m.	6 3rd class. a.m.	7 p.m.	8 quick train. a.m.	9 p.m	10 p.m	11 p.m	12 p.m	13 p.m	SUNDAY TRAINS. 1 Mail p.m.	2 a.m.	3 a.m.	4 p.m	5 p.m.	FARES. Ordinary Trns 1 Cl. s. d.	2 Cl. s. d.	3 Cl. s. d
—	YARMOUTH	10 17	..	..	..	5 30	..	..	9 30	..	..	..	..	3 15	10 17	..	..	1 0	..	..	..	..
—	NORWICH	10 32	..	..	..	6 45	..	..	11 0	..	..	..	..	4 30	11 32	..	6 30	2 30	..	..	..	..
—	ELY	1 37	..	..	..	9 0	9 30	..	12 50	..	..	..	..	6 45	1 37	..	8 55	4 55	..	..	..	..
9½	Waterbeach	2 10	..	..	..	9 30	10 2	..	..	..	..	..	..	7 15	2 10	..	9 13	5 13	..	2 0	1 6	0 10
14¾	CAMBRIDGE	2 24	..	7 0	..	9 45	10 24	..	1 30	..	..	4 0	..	7 30	2 24	7 0	9 40	5 40	..	3 0	2 0	1 3
18	Shelford	..	..	..	..	9 56	10 38	..	..	..	..	..	..	7 41	..	..	9 51	5 51	..	3 9	2 6	1 6
21¼	Whittlesford	..	..	7 21	..	9 8	10 52	..	..	..	..	..	..	..	..	7 19	..	6 3	..	4 6	3 0	1 10
24½	Chesterford	2 49	..	7 31	..	10 17	11 5	..	..	..	..	4 29	..	..	2 49	7 28	10 8	6 12	..	5 6	3 6	2 1
28¼	WENDEN	3 0	..	7 45	..	10 30	11 22	..	1 57	..	..	4 39	..	8 7	3 0	7 41	10 21	6 25	..	6 0	4 6	2 5
30½	Newport	3 7	..	..	..	10 39	11 31	..	..	..	..	..	..	8 16	3 7	..	10 31	6 35	..	6 6	4 6	2 7
35½	Elsenham	..	..	8 1	..	10 56	11 47	..	..	..	..	5 1	..	..	..	8 5	..	6 53	..	7 6	5 0	3 0
36¾	Stanstead	..	..	..	..	11 3	11 59	..	..	..	..	..	..	..	..	..	..	7 3	..	8 0	5 6	3 1
40	BISHOP STORTFD.	3 30	..	8 19	..	11 13	12 11	..	2 35	..	..	5 20	..	..	3 30	8 19	11 0	7 11	..	8 6	6 0	3 4
43¾	Sawbridgeworth	3 39	..	8 27	..	..	..	..	..	..	..	..	..	..	3 39	8 25	..	7 17	..	9 0	6 6	3 8
45¾	HARLOW	3 45	..	8 33	..	11 24	12 32	..	..	..	..	5 32	..	8 51	3 45	8 36	11 14	7 27	..	9 6	6 9	3 10
47½	Burnt Mill	..	..	8 39	..	..	..	..	..	..	..	..	..	..	..	8 42	..	7 35	..	10 0	7 0	4 0
50	Roydon	..	..	8 44	..	..	12 48	..	..	..	..	5 41	..	..	..	8 48	11 24	7 40	..	10 6	7 6	4 2
57	HERTFORD	..	..	8 25	9 30	..	12 30	12 30	..	3 30	4 50	..	7 20	..	..	8 30	10 10	..	7 40	11 0	8 0	4 9
55¼	WARE	..	..	8 33	9 38	..	12 38	12 38	..	3 38	4 58	..	7 28	..	..	8 39	11 19	..	7 49	11 0	8 0	4 8
53	ST. MARGARET'S	..	..	8 38	9 42	..	12 43	12 43	..	3 43	5 3	..	7 33	..	..	8 45	11 25	..	7 55	11 0	8 0	4 5
53½	BROXBOURNE	4 8	7 50	8 54	9 57	11 40	1 0	12 51	2 54	3 55	5 10	5 53	7 45	9 1	4 8	8 56	11 33	7 48	8 3	11 6	8 0	4 6
57½	WALTHAM	4 18	8 1	9 2	10 8	11 50	1 18	1 2	..	4 6	5 21	6 4	7 56	9 29	4 18	9 8	11 46	8 0	8 16	12 0	8 6	4 10
60¼	PONDER'S END	..	8 9	9 8	..	11 58	1 30	1 10	..	4 14	5 29	..	8 4	..	..	9 16	11 54	..	8 24	12 6	9 0	5 1
62½	Edmonton	..	8 16	9 13	..	..	1 40	1 17	..	..	5 36	..	8 11	..	..	9 23	12 1	..	8 31	13 0	9 6	5 3
63	Marsh Lane	..	..	9 16	..	..	1 45	..	..	..	5 41	..	..	..	..	9 28	12 6	..	8 36	13 6	9 6	5 3
64½	TOTTENHAM	..	8 24	9 23	10 24	..	1 54	1 25	..	..	5 48	..	8 19	9 36	..	9 35	12 13	..	8 43	13 6	9 6	5 5
66½	Lea Bridge	..	8 31	9 30	..	..	2 3	1 32	..	..	..	..	8 26	..	..	9 42	12 20	..	8 50	14 0	10 0	5 7
68½	Stratford	..	8 38	..	..	..	2 13	1 39	..	..	..	..	..	..	..	9 49	12 27	..	8 56	14 0	10 0	5 9
72	LONDON	5 0	8 52	9 45	10 50	12 39	2 30	1 53	3 30	4 41	6 8	6 42	8 43	10 5	5 0	10 4	12 42	8 35	9 10	14 0	10 0	6 0

Fares from Ely, by quick trains: to Cambridge, First Class, 4s.; Second Class, 2s. 6d.; to Wenden, 6s. 6d. and 5s.; to Bishop Stortford, 10s. and 8s.; to Broxbourne, 13s. 6d. and 9s.

Sec., A. Bulkeley, Shoreditch, London. **EASTERN COUNTIES—Cambridge Line.** Engr., R. Stephenson.

Distances from London	London to Ely & Norwich	DOWN TRAINS. 1	2	3	4 quick train.	5	6	7 3rd cls.	8	9	10	11	12	Sunday Trains. 1	2	3	4	FARES. Fast Trn. 1 cls.	2 Cl.	Ordinary Trns 1 Cl.	2 Cl.	3 Cl.
		a.m.	a.m.	a.m.	a.m.	Noon	p.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	a.m.	a.m.	p.m.	p.m.	s. d.	s. d.	s. d.	s. d.	s. d.
	London	8 0	9 0	9 30	11 30	12 0	2 0	2 15	3 20	4 30	5 0	7 0	8 30	7 0	9 0	3 0	7 0	..	..	..	..	..
3¾	Stratford	..	9 11	..	..	12 11	..	2 30	3 31	..	..	..	8 42	..	9 12	3 10	..	..	..	0 9	0 6	0 4
5¾	Lea Bridge	..	9 17	..	..	12 17	..	2 39	..	..	..	..	8 49	..	9 19	3 18	..	..	..	0 10	0 7	0 6
7¾	Tottenham	8 17	..	..	..	12 23	2 18	2 48	3 40	4 47	..	7 18	8 56	7 18	..	3 26	7 18	..	..	0 10	0 8	0 8
9	Marsh Lane	..	9 26	..	..	..	..	2 57	..	..	..	..	9 3	..	9 29	..	..	..	..	0 10	0 9	0 9
9½	Edmonton	..	9 30	..	..	12 30	..	3 2	..	..	..	..	9 8	..	9 34	3 33	..	..	..	1 0	0 10	0 10
11½	Ponder's End	..	9 36	..	..	12 36	..	3 10	3 50	4 57	..	7 29	9 15	7 29	9 41	3 41	7 29	..	..	1 0	0 10	0 10
14¾	Waltham	8 30	9 41	9 58	..	12 43	2 32	3 20	3 56	..	5 28	7 36	9 23	7 37	9 49	3 49	7 37	..	..	1 1	0 11	0 10
19	Broxbourne	8 39	9 52	10 8	12 0	12 51	2 42	3 38	4 4	5 9	5 37	7 46	9 32	7 52	9 58	4 4	7 52	4 0	2 9	3 3	2 3	1 7
22	St. Margaret's	..	..	10 19	..	1 2	..	4 14	4 14	5 20	..	7 57	..	8 5	10 11	4 17	8 5	..	..	4 6	3 0	1 11
24¼	Ware	8 54	..	10 27	..	1 10	..	4 20	4 20	5 28	..	8 5	..	8 13	10 19	4 25	8 13	..	..	4 6	3 0	2 1
26	Hertford	9 4	..	10 37	..	1 20	..	4 30	4 30	5 38	..	8 15	..	8 23	10 29	4 35	8 23	..	..	4 6	3 0	2 3
22	Roydon	..	..	10 20	..	..	..	3 50	..	..	..	..	..	8 2	..	4 14	8 2	..	..	4 6	3 0	1 10
24½	Burnt Mill	..	..	..	..	..	..	..	..	..	5 50	..	..	8 7	..	..	..	..	..	4 9	3 0	2 1
26¼	Harlow	9 2	..	10 32	..	..	3 2	4 8	..	..	5 56	8 6	..	8 17	..	4 25	8 13	..	..	4 9	3 2	2 1
28½	Sawbridgeworth	..	..	..	..	..	..	4 17	..	..	..	8 15	..	8 23	..	..	8 20	..	..	5 0	3 3	2 3
32¼	Bishop's Stortford	9 15	..	10 46	..	..	3 15	4 25	..	..	6 13	8 22	..	8 32	..	4 35	8 30	..	..	5 6	3 4	2 5
35¼	Stanstead	..	..	10 55	..	..	..	4 34	..	..	..	8 29	..	8 39	..	4 45	..	..	..	6 0	4 0	2 9
37	Elsenham	9 31	..	..	..	..	..	4 42	..	..	6 28	..	..	8 46	..	4 56	8 44	..	..	6 6	4 0	3 0
41½	Newport	..	..	11 13	..	..	..	4 58	..	..	..	8 45	..	8 59	..	5 10	..	..	..	7 0	4 6	3 3
43½	Wenden	9 50	..	11 21	12 50	..	3 46	5 8	..	..	6 47	8 54	..	9 8	..	5 20	9 0	10 0	7 0	8 6	6 0	3 8
47½	Chesterford	10 3	..	11 34	..	..	3 59	5 26	..	..	6 58	..	..	9 19	..	5 31	9 11	..	..	9 6	6 4	3 8
50½	Whittlesford	..	..	11 43	..	..	..	5 40	..	..	..	9 14	..	9 28	..	5 40	..	..	..	10 0	7 0	4 3
54	Shelford	10 19	..	..	..	..	..	5 55	..	..	..	9 27	..	9 38	..	5 50	9 26	..	..	10 6	7 6	4 6
57¼	Cambridge	10 30	..	12 0	1 20	..	4 20	6 9	..	..	7 19	9 38	..	9 50	..	6 0	9 38	13 0	9 0	10 6	7 6	4 10
62¾	Waterbeach	10 45	..	..	..	..	..	6 31	..	..	7 34	..	..	10 5	..	6 15	..	..	..	12 0	8 6	5 3
72	Ely	11 5	..	..	1 50	..	..	7 5	..	..	7 54	..	..	10 25	..	6 35	..	17 0	11 6	14 0	10 0	6 0
—	Norwich	1 45	..	..	4 0	..	..	..	..	..	10 30	..	..	1 15	..	9 25	..	..	..	..	..	..
—	Arrival at Yarmouth	3 0	..	..	5 15	..	..	..	..	..	11 45	..	..	2 30	..	..	..	..	..	..	..	..

N.B.—On and after the 3rd August, Night Mail Trains will run between London and Ely, in consequence of which the 7 p.m. Down Train will not go further than to Hertford.

EASTERN COUNTIES.—Cambridge Line.

Distances from Ely.	Norwich and Ely to London.	UP TRAINS. 1	2	3	4	5 3rd class.	6	7 quick train.	8	9	10	11	12	SUNDAY TRAINS. 1	2	3	4	FARES. Fast Trns 1 Cl.	2 Cl.	Ordinary Trns 1 Cl.	2 Cl.	3 Cl.
		a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	a.m.	p.m	p.m	p.m	p.m	p.m	a.m.	a.m.	p.m	p.m.	s. d.	s. d.	s. d.	s. d.	s. d.
—	Yarmouth	..	..	..	5 30	..	..	9 30	..	..	..	..	3 15	..	..	..	2 45	..	..	..	..	..
—	Norwich	..	..	..	6 45	..	..	11 0	..	..	..	..	4 30	..	6 30	..	4 0	..	..	..	..	..
—	Ely	..	..	..	9 0	9 30	..	12 50	..	..	..	..	6 45	..	8 55	..	6 25	..	..	..	..	..
9½	Waterbeach	..	..	..	9 30	10 2	..	..	..	..	..	..	7 15	..	9 13	..	6 43	..	..	2 0	1 6	0 10
14¾	Cambridge	..	7 0	..	9 45	10 24	..	1 30	..	..	4 0	..	7 30	7 0	9 40	..	7 10	4 0	2 6	3 0	2 0	1 3
18	Shelford	..	..	..	9 56	10 38	..	..	..	..	..	..	7 41	..	9 51	..	7 21	..	..	3 9	2 6	1 6
21¼	Whittlesford	..	7 21	..	9 8	10 52	..	..	..	..	..	..	..	7 19	..	..	7 33	..	..	4 6	3 0	1 10
24¾	Chesterford	..	7 31	..	10 17	11 5	..	..	..	..	4 29	..	..	7 28	10 8	..	7 42	..	..	5 6	3 6	2 1
28½	Wenden	..	7 45	..	10 30	11 22	..	1 57	..	..	4 39	..	8 7	7 41	10 21	..	7 55	6 6	5 0	6 0	4 6	2 5
30¼	Newport	..	..	..	10 39	11 31	..	..	..	..	..	..	8 16	..	10 31	..	8 5	..	..	6 6	4 6	2 7
35¼	Elsenham	..	8 1	..	10 56	11 47	..	..	..	..	5 1	..	..	8 5	..	..	8 23	..	..	7 6	5 0	3 0
36¾	Stanstead	..	..	..	11 3	11 59	..	..	..	..	..	..	..	..	..	..	8 33	..	..	8 0	5 6	3 1
40	Bishop Stortford	..	8 19	..	11 13	12 11	..	..	..	..	5 20	..	8 51	8 19	11 0	..	8 41	..	..	8 6	6 0	3 4
43½	Sawbridgeworth	..	8 27	..	..	..	..	..	..	..	..	..	..	8 25	..	..	8 47	..	..	9 0	6 6	3 8
45½	Harlow	..	8 33	..	11 24	12 32	..	..	..	..	5 32	..	8 51	8 36	11 14	..	8 57	..	..	9 6	6 9	3 10
47½	Burnt Mill	..	..	..	11 30	..	..	..	..	..	..	..	..	8 42	..	..	9 5	..	..	10 0	7 0	4 0
50	Roydon	..	8 40	..	..	12 48	..	..	..	..	5 41	..	..	8 48	11 24	..	9 10	..	..	10 6	7 6	4 2
57	Hertford	..	8 25	9 30	..	12 30	12 30	..	3 30	4 50	..	7 20	..	8 30	10 10	7 30	9 50	..	..	11 0	8 0	4 9
55¼	Ware	..	8 33	9 38	..	12 38	12 38	..	3 38	4 58	..	7 28	..	8 39	11 19	7 39	9 59	..	..	11 0	8 0	4 8
53	St. Margaret's	..	8 38	9 42	..	12 43	12 43	..	3 43	5 3	..	7 33	..	8 45	11 25	7 45	10 5	..	..	11 0	8 0	4 5
53¾	Broxbourne	7 50	8 50	9 57	11 40	1 0	12 51	2 45	3 55	5 10	5 53	7 45	9 13	8 56	11 33	7 53	9 18	13 6	9 0	11 6	8 0	4 6
57⅞	Waltham	8 1	8 59	10 8	11 50	1 18	1 2	..	4 6	5 21	6 4	7 56	9 29	9 8	11 46	8 6	9 30	..	..	12 0	8 6	4 10
60¾	Ponder's End	8 9	9 6	..	11 58	1 30	1 10	..	4 14	5 29	..	8 4	..	9 16	11 54	8 14	..	..	..	12 6	9 0	5 1
62¾	Edmonton	8 16	9 13	..	..	1 40	1 17	..	..	5 36	..	8 11	..	9 23	12 1	8 21	..	..	..	13 0	9 6	5 3
63	Marsh Lane	..	9 16	..	..	1 45	..	..	..	5 41	..	..	..	9 28	12 6	8 26	..	..	..	13 6	9 6	5 3
64⅜	Tottenham	8 24	9 23	10 24	..	1 54	1 25	..	..	5 48	..	8 19	9 36	9 35	12 13	8 33	..	..	..	13 6	9 6	5 5
66¼	Lea Bridge	8 31	9 30	..	..	2 3	1 32	..	..	..	..	8 26	..	9 42	12 20	8 40	..	..	..	14 0	10 0	5 7
68⅛	Stratford	8 38	..	..	..	2 13	1 39	..	..	..	..	..	..	9 49	12 27	8 46	..	..	..	14 0	10 0	5 9
72	London	8 52	9 45	10 50	12 30	2 30	1 53	3 30	4 41	6 8	6 42	8 43	10 5	10 4	12 42	9 0	10 5	17 0	11 6	14 0	10 0	6 0

EASTERN COUNTIES.—Colchester Line—50¼ Miles.

Down Trains.

Mls	Stations.	3rd cl. 1	2	3	4	5	6	7	8	9	mail. 10
	Trains leave	a.m.	a.m.	a.m.	3rd cl	p.m	p.m	pm.	p.m	p.m.	p m.
	Shoredtch	7 30	8 30	11 0	12 30	1 30	3 0	4 15	5 30	6 30	8 30
1	Mile End ..	7 35	8 34	..	..	1 34	..	..	..	..	..
4	Stratford ..	7 48	8 41	11 11	12 46	1 43	..	4 26	5 41	6 41	8 40
7	Ilford ..	8 0	8 49	11 18	1 0	1 50	3 16	4 33	5 48	6 48	8 46
12	Romford	8 20	9 1	11 30	1 22	2 3	3 28	4 45	6 0	7 0	8 56
18	Brentwood ..	8 42	9 15	11 45	1 46	2 17	3 43	5 0	6 15	7 15	9 11
23	Ingatestone	9 2	9 31	‡	..	..	..	5 16	..	..	9 35
30	Chelmsford .	9 45	9 44	12 12	2 34	..	4 12	5 29	6 42	.	9 49
35	Hatfield . .	10 3	9 57	..	..	..	..	..	6 55	..	..
38¾	Witham ..	10 25	10 7	12 34	3 10	..	4 33	..	7 4	..	10 13
42	Kelvedo n ..	10 43	10 17	12 44	3 26	..	4 43	..	7 14	..	10 23
47	Marks Tey..	11 10	..	12 54	..	..	..	..	7 24	..	..
51	**Colchestr**	11 25	10 45	1 13	4 5	..	5 11	..	7 45	..	10 49

Sundays.

1	2	3	4	5
a.m	a.m.	p. m	p. m	p.m.
8 30	9 45	2 0	4 0	8 30
8 33	9 48	2 3	4 3	..
8 43	9 58	2 13	4 13	8 40
8 51	10 6	2 21	4 21	8 46
9 4	10 19	2 34	4 34	2 56
9 20	10 35	2 50	4 50	9 11
9 37	..	..	5 7	9 35
9 52	..	..	5 22	9 49
10 6	..	..	5 36	..
10 16	..	..	5 46	10 13
10 27	..	..	5 57	10 23
10 38	..	..	6 8	..
11 0	..	..	5 30	10 49

Fares.

Quick Trn. 1st cl	2d cl	Ordinary Trains. 1st cl. s. d.	2d. cl. s. d.	3d. cl. s. d.
		..	..	..
		0 9	0 6	0 4
		1 4	1 0	0 7
		2 6	1 9	1 0
		3 6	2 6	1 6
		5 0	3 6	2 0
		6 6	4 6	2 6
		7 6	5 3	2 11
		8 6	6 0	3 3
		9 0	6 6	3 6
		10 0	7 0	3 10
		11 0	7 6	4 3

Up Trains.

	Stations.	mail. 1	2	3	4	5	6	7	8	9	3rd cl. 10
		a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m	p. ni	p. m.
	Colchstr	2 45	§	..	9 0	11 0	3 0	..	5 0	6 0	7 0
4	Marks Tey	..	..	..	9 10	..	3 10	..	5 12	..	..
9	Kelvedon..	3 10	..	..	9 22	11 22	3 22	..	5 34	6 22	7 36
13¼	Witham ..	3 20	..	..	9 32	11 32	3 32	..	5 49	6 32	7 52
16	Hatfield ..	..	..	..	9 45	..	..	..	5 58	6 45	..
21	Chelmsford	3 45	..	8 45	9 59	11 54	3 54	..	6 24	6 54	8 28
28	Ingatestone	4 3	..	8 54	..	12 8	‡	..	6 50	7 8	..
33	Brentwood	4 23	8 40	9 10	10 25	12 23	4 22	5 30	7 26	7 23	9 14
39	Romford ..	4 38	8 56	9 26	10 41	12 39	4 37	5 45	7 53	7 39	9 33
44	Ilford	4 48	9 6	9 38	..	12 49	4 47	5 55	8 6	7 50	9 58
47	Stratford ..	4 54	9 14	9 46	*	12 58	4 55	6 3	8 34	7 58	10 14
50	Mile End	..	..	9 52	..	†	..	..	..	8 4	..
51	**Shordtch**	5 4	9 27	10 3	11 11	1 12	5 11	6 19	8 50	8 15	10 35

Sundays.

1	2	3	4	5
a.m.	a.m.	p.m.	p.m.	p.m.
2 45	8 30	..	4 0	..
..	8 52	..	4 22	..
3 10	9 3	..	4 33	..
3 20	9 14	..	4 44	..
..	9 24	..	4 54	..
3 45	9 38	..	5 8	..
4 3	9 53	..	5 23	..
4 23	10 10	0	5 40	8 0
4 38	10 26	1 15	5 56	8 16
4 48	10 39	1 26	5 9	8 29
4 54	10 47	1 33	5 17	8 37
..	10 58	1 47	5 26	8 46
5 4	11 0	1 45	5 30	8 50

Fares.

Quick Trn. 1stcl.	2d.cl.	Ordinary Trains. 1st cl. s. d.	2d.cl. s. d.	3d.cl. s. d.
		1 0	0 7	0 4
		2 0	1 3	0 9
		2 6	1 9	1 0
		3 6	2 4	1 4
		4 6	3 2	1 9
		6 2	4 0	2 4
		7 6	5 0	2 9
		8 6	5 9	3 3
		9 8	6 6	3 8
		10 3	7 0	3 11
		11 0	7 6	4 3
		11 0	7 6	4 3

On Wednesdays the Train marked thus * stops at Stratford, and the Train marked thus † at Mile End, to take up and set down Passengers.

‡ These Trains call at Ingatestone on Fridays.

§ This train starts from Colchester at 7 5 a.m. on Mondays, calling at all the intermediate Stations, except Ingatestone and Mile End.

LONDON AND CROYDON.

Robert S. Young, London Bridge.

From London Bridge Station every hour, from 8 5, until 11 5 morning, and from 12 20 until 10 20 evening.

Sunday Trains, at 8 5, 9, and 10 morning, from 1 20 until 10 20 evening.

TRAINS FROM CROYDON AT THE SAME HOURS.—Special trains may be had upon application to the Secretary.

Fares from London Bridge—To or from Croydon, Jolly Sailor, and Anerley, first class, 1s. 3d ; second, 1s.; third, 9d. To or from Sydenham and the Dartmouth Arms, first class, 1s.; second, 9d.; third, 6d. To or from New Cross, 8d., 6d., and 4d.

Annual Tickets to Dartmouth Arms and Sydenham, £18.; Half-Yearly Tickets, £12. To Anerley, Jolly Sailor, and Croydon, £20; Half-Yearly Tickets, £14.

STOCKTON AND DARLINGTON.

Samuel Barnard, Darlington.

Crook to Bishop Auckland, 8 & 10 a.m., 2 30 & 5 50 p.m.; Bishop Auckland to Crook, 8 30 a.m., 1 20 & 5 10 p.m. Bishop Auckland to Darlington, 8 40 & 10 50 a.m.; 3 40 mail, and 6 20 p.m. Darlington to Bishop Auckland, 8 a.m. 12 40, 4 40, and 7 p.m. Darlington to Stockton, 8 mail, 9 30, & 11 50 a.m, 2, 4 35 & 7 20 p.m. Stockton to Darlington, 6 30, 9, and 11½ a m; 1 50, 4 5, and 7 p.m. mails.

Stockton to Middlesbrough, 7, 8, 9 20 mail, and 10 a.m. 12 20, 2 30, 3 20, 5 5, 5 50 mail, 7, and 8 p.m.
Middlesbrough to Stockton 6 10, 7 50, 8 40, 9 40, & 11 10 a.m.; 1½, 3 mail, 3 45, 5 35, 6 40 mail, and 7 30 p.m.
Stockton to Seaton and Hartlepool, 8 30 and 10 30 a.m.; 12 50, 3 20, 5 20, and 7½ p.m. Hartlepool and Seaton to Stockton, 7 50 & 10 10 a.m.; 1, 3, & 5 50 p.m.
St. Helens to Darlington, 8 10 a.m.; and 3 p.m.
Shildon to St. Helens, at 1 and 5 p.m.
A coach leaves Crook on fortnight Mondays, at 6 a.m., and Bishop Auckland, at 6 30 a.m. for Darlington.

Sunday Trains.—Darlington to Stockton, 7 40 a.m., mail; Stockton to Darlington, 4 5 p.m. mail. Stockton to Seaton and Hartlepool, 9 15 a.m. and 1 45 p.m.; Hartlepool and Seaton to Stockton, 1 and 7 30 p.m.; Darlington to Bishop Auckland, 7 30 a.m,; Bishop Auckland to Darlington, 2 50 p.m.
A Train will leave Darlington for Shildon and Bishop Auckland on Mondays and Fridays, at 2½ p.m.

Sec., J. F. Kennell. **LONDON AND BLACKWALL.** Supt., A Wightman.

Trains every day to and from London and Blackwall, and the intermediate stations of Cannon-street road, Shadwell, Stepney, Limehouse, West India Docks, and Poplar, every quarter of an hour from 7¾ a.m. until 10 p.m.
FARES.—first class 6d., 2nd class, 4d.
Passengers may take tickets at the Fenchurch-street, Minories, Cannon-street, Shadwell, and Stepney stations, for Woolwich, first class, 10d.; second class, 8d.; such tickets being available by the Boats of the Woolwich and Watermen Companies.

On **Sundays** the trains cease running from 10¾ till 1, being the hours of church service.
Fast Steamboats start for Gravesend frequently throughout the day.

SOUTH EASTERN.—Greenwich Branch.

The trains run each way every ¼ of an hour from 8 a.m. till 10 p.m.; on Sundays from 8 till ¼ to 11, and from ¼ past 1 till 11.

FARES.—1st class 8d.; 2nd class 6d.; 3rd class 4d.; and if with return ticket, 1st class 1s. 2nd class 10d.

ANNUAL TICKETS may be had on the following terms :—first class, £10 10s.—seconp class, £7 7s.
An extra train leaves London at a ¼ past 10 p.m. calling at all the stations.

Distance from Euston statn.	Down Trains. STATIONS. TRAINS LEAVE	8½ a.m. M,Ft from Rugby	6½ a.m. M,Ft 1.2.3. 4.6.7. 8.9.10 12	7 a.m. 3rd class	7½ a.m. Mixt stop-ping 6.7.9. 10.12	8½ Mxd. Fast. † *1, 2, 3,4,5, 6,7.	9 a.m. Mixt Fast 8. 9. 10.12.	10 a.m. mail. 1st class 1.2.3. 4.5.6.	10½ a.m. Mixt Fast S.9. 10.11 12.	11 a.m. Mixt Fast 1. 2.3.7.	12 a.m. Mixt Fast 8.9. 10.	12½ a.m. Mixt stop-ping 3.6.7. 8.	4 p.m. Mixt Fast	4 p.m. 1st class Ex-press 1.2.3.6	5 p.m. Mixt Fast	5½ p.m. Mixt Fast 8.	6 p.m. Mixt Fast	8½ p.m. mail. Mixt 1.2.3. 4.5.6.	9 p.m. mail. Mixt 8.9.10 11. 12
Mls	EUSTON SQ..	*..	*6 15	7 0	*7 30	8 45	9 0	10 0	10*30	*11 0	12* 0	*1230	*4 10	4 0	*5 0	*5 30	*6 0	8 30	9 0
6	Willesden arriv.	..	..	7 17	..	..	..	..	..	..	..	..	..	..	5 16	..	6 16	..	..	..
8	Sudbury	..	..	7 20	..	..	..	..	..	..	..	..	..	..	5 21	..	6 21	..	..	..
11½	Harrow	..	..	7 36	7 52	..	..	..	..	..	12 22	12 52	..	..	5 28	..	6 28	..	..	..
13½	Pinner..	..	..	7 38	..	..	..	..	..	..	..	..	..	..	5 32	..	6 32	..	..	..
16	Bushey	..	..	7 43	..	..	..	..	..	..	..	..	..	..	5 38	..	6 38	..	..	..
17¾	WATFORD....	..	6 52	7 55	8 9	..	9 30	..	11 5	11 37	..	1 9	4 35	..	5 47	6 7	6 47	..	9 30
21	Kings Langley	..	..	8 6	8 15	..	..	..	..	..	..	..	..	..	5 56	..	6 56	..	..	..
24½	Boxmoor	..	..	8 18	8 29	..	..	..	..	..	12 53	1 29	..	..	6 7	..	7 7	..	..	..
28	Berkhampstead	..	..	8 27	8 39	..	..	..	..	..	..	1 39	..	..	6 17	..	7 17	..	..	..
31¾	TRING	..	7 28	8 42	8 48	9 45	10 0	10 53	..	12 17	..	1 48	5 15	4 48	6 30	6 37	7 25	9 36	..	8 42	8 48	9 58	10 53	7 28	9 36	..
36½	Cheddington ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	10 8	..	..	..	..
43½	Aylesbury	..	..	..	9 30	..	..	..	..	..	..	..	..	..	..	..	..	..	..	8 0	..	..	10 30	..	8 0	..	..
41	LEIGHTON ..	..	7 48	9 23	9 8	..	..	..	11 53	12 36	1 31	2 8	5 33	..	..	..	6 57	7 45	..	10 18	9 23	9 8	..	..	7 45	..	10 18
46½	Bletchley& F.S.	..	..	9 43	9 23	..	..	..	..	..	..	2 23	5 40	..	..	..	..	7 58	..	..	9 43	9 23	..	..	7 58	..	..
52½	WOLVERTON	..	8 12	9 57	9 37	10 22	10 40	11 27	12 17	1 2	1 57	2 37	6 v	v 2c	..	7 22	8 15	10 22	10 40	9 51	9 37	..	11 27	8 15	10 22	10 40
60	Roade	..	..	10 28	10 5	..	..	..	..	..	..	3 5	..	..	..	..	..	..	..	10 28	10 5	..	..	..	..	..
62½	BLISWORTH	..	..	12 0	10 12	..	..	..	12 45	1 35	..	3 12	6 25	..	..	7 55	..	..	..	11 56	10 12	..	..	..	..	..
67½	NORTHMTN	..	..	..	10 35	..	..	..	..	..	..	3 25	6 35	..	..	8 15	..	11 25	..	..	10 35	..	..	..	11 25	..
78½	Wellingboro' ..	..	..	..	11 15	..	..	..	..	..	..	..	7 10	..	..	..	..	11 55	..	..	11 15	..	..	..	11 55	..
83	Higham Ferrs	..	..	..	11 28	..	..	..	..	..	..	..	7 23	..	..	..	..	12 6	..	..	11 28	..	..	..	12 6	..
89	Thrapstone ..	..	..	..	11 45	..	..	..	..	..	..	..	7 40	..	..	..	..	12 22	..	..	11 48	..	..	..	12 22	..
97½	Oundle	..	..	..	12 8	..	..	..	..	..	..	..	8 0	..	..	..	..	12 40	..	..	12 8	..	..	..	12 40	..
103½	Wansford	..	..	..	12 28	..	..	..	..	..	..	..	8 20	..	..	..	..	12 57	..	..	12 25	..	..	..	12 57	..
..	Stamford	..	..	..	1 28	..	..	..	..	..	..	..	9 20	..	..	..	..	1 57	..	..	1 25	..	..	..	1 57	..
110½	PETERBRO'	..	..	..	12 45	..	..	..	..	..	..	..	8 40	..	..	..	..	1 15	..	..	12 45	..	..	..	2 15	..
60½	Weedon	leave	9 2	12 15	10 31	11 11	..	12 1	1 2	1 55	2 45	3 31	..	..	..	8 12	..	11 5	..	12 15	10 31	..	12 1	..	11 5	..
75½	Crick ..... (& W.	at	..	12 35	10 49	..	..	..	..	..	..	3 49	..	..	..	..	..	..	..	12 35	10 49	..	..	..	..	..
83	RUGBY(M.C.J	8 30	9 35	12 54	11 10	..	11 45	..	1 30	2 25	3 15	4 10	..	..	..	8 45	..	11 35	11 45	12 54	11 10	..	12 20	..	11 35	11 45
89	Brandon	8 42	..	1 14	11 25	..	..	..	..	..	..	4 25	..	..	..	..	..	..	..	1 14	11 25	..	..	..	..	..
94	COVENTRY ..	8 55	10 2	1 28	11 39	12 0	..	12 44	..	2 52	..	4 40	..	6 25	..	9 17	..	12 2	..	1 28	11 39	..	12 44	..	12 2	..
99	Kenilworth	9 30	11 35	..	1 10	1 10	..	1 10	..	3 15	..	5 6	..	6 50	..	9 35	..	..	..	..	1 10	..	..	..	..	..
103	Leamington ..	9 40	11 45	..	1 20	1 20	..	1 20	..	3 25	..	5 15	..	7 0	..	9 45	..	..	..	..	1 20	..	1 20	..	..	..
103	Hampton(D.J.)	9 23	10 25	2 2	12 5	12 20	..	..	..	3 15	..	5 5	..	..	..	..	..	..	..	2 2	12 5	..	..	..	..	..
112½	BIRMINGHM	10 0	10 50	2 40	12 40	12 45	..	1 25	..	3 40	..	5 40	..	7 0	..	10 0	..	12 50	..	2 40	12 40	..	1 25	..	12 50	..

ON SUNDAYS.							
7 a.m.	8 a.m. 1.3.4. 8.9. Ayls bury	8½ a.m. mail. 1stCl 1.2.3.4	10 a.m. mail. Ver-nm	6 p.m. mail 1.2.3. 4.5.6.	8 p.m. mail toRs 8.9.10 11. 12
7 0	*7 30	*8 20	10 0	*6 0	8 30
7 17	..	8 46	..	6 16	..
7 20	..	8 51	..	6 21	..
7 36	..	8 58	..	6 28	..
7 38	..	9 2	..	6 32	..
7 43	..	9 12	..	6 38	..
7 55	8 9	9 17	10 28	6 47	..
8 6	..	9 26	..	6 56	..
8 18	..	9 37	..	7 7	..
8 27	..	9 47	..	7 17	..
8 42	8 48	9 58	10 53	7 28	9 36
..	..	10 8	..	..	..
..	..	10 30	..	8 0	..
9 23	9 8	..	..	7 45	..
9 43	9 23	..	..	7 58	..
9 51	9 37	..	11 27	8 15	10 22
10 28	10 5	..	..	..	..
11 56	10 12	..	..	..	..
..	10 35	..	..	..	..
12 15	10 31	..	12 1	..	11 5
12 35	10 49	..	..	..	..
12 54	11 10	..	12 20	..	11 35
1 14	11 25	..	..	..	..
1 28	11 39	..	12 44	..	12 2
..	1 10	..	..	..	..
..	1 20	..	1 20	..	..
2 2	12 5	..	..	..	..
2 40	12 40	..	1 25	..	12 50

Additional Trains—To Aylesbury at 11 10 a.m. and 3 p.m.; Mixed and Fast. To Peterbro' at 10 45 a.m.

† **For Private Carriages to Birmingham.**

* Day Tickets at one-third less than the usual fares are issued (to 1st & 2nd class passengers only) by the trains marked thus * both up &down Sunday trains, except the 7 and 10 a.m., down, and 2 30 p.m. up trains, are mixed and fast.

No Private Carriages or horses can be conveyed by the express or night mail trains, up or down, nor by the down day mail train.

1. Trains in conjunction with the Grand Junction.
2. Trains in conjunction with the Chester & Birkenhead.
3. Trains in conjunction with the Manchester and Birmingham.
4. Trns. in conjunction with the North Union,& Lancaster & Preston [Junc.
5. Fleetwood and Belfast
6. Trains in conjunction with the Birmingham and Gloucester.
7. Trains in conjunction with the Birmingham & Derby Junction
8. Trains in conjunction with the Midland Counties.
9. Trains in conjunction with the North Midland.
10. York & N. Midland, Great N.of England &Newcastle & Darlington
11. Trains in conjunction with the Newcastle and Carlisle.
12. Hull and Selby

Distance from Birmingham	Up Trains STATIONS. TRAINS LEAVE	12 55. a. m. M,Ft mail 1.2.3. 4.6.	1¼ a.m. Mixt Fast mail 8.9.10 11. 12	6¾ a.m. Mixt Fast Wol-verton.	7 a.m. Mixt Fast Nrth amp-ton.	7 a.m. Mixt stop-ping.	10½ Mixt Fast Ayles bury	8½ a.m. Mixt Fast mail 1.3.4. 8.9.10	10½ a.m. Mixt Fast 7.8.	12½ p.m. Mixt Fast 8, 9 10.	12 noon Mixt stop-ping. 1.3.6. 7.	1½ p.m. Fast 1st class 1.3.7.	2½ p.m. 3rd class	4 p.m. Mixt Fast 8.9.10 11. 12	5 p.m. Mixt Fast 8.9. 10.11. 12.	4 p.m. Mixt Fast 1.2.3. 4.6.7.	5 4 p.m. Mixt Fast S.9. 10.11. 12.	7 20 p.m. 1st class Ex-press 1 2 3 6	8½ p.m. Mixt Fast Rug-by
Mls	BIRMINGHM.	12*55	*..	..	..	7 0	..	*8 30	*10½	..	*12 0	*1 30	2 30	*	*..	*4 0	*5 45	*7 20	8 15
9¼	Hampton (D.J)	..	..	..	..	7 21	..	..	10 51	..	12 21	..	2 55	..	..	4 21	..	..	8 36
27½	Leamington ..	..	..	..	..	..	..	8 20	10 40	..	12 10	..	..	..	..	4 10	5 50	..	..
25½	Kenilworth ..	..	..	..	..	..	..	8 30	10 50	..	12 20	..	..	..	..	4 20	6 2	..	..
18¼	COVENTRY ar	1 39	..	..	..	7 49	..	9 11	11 14	..	12 49	2 11	3 25	..	..	4 44	6 28	7 50	9 5
23½	Brandon	..	leave	..	..	8 3	..	..	..	..	1 3	..	3 40	..	..	..	..	..	9 19
29½	RUGBY(M.C.J.	2 7	1 15	..	..	8 20	..	9 37	11 43	12 30	1 20	2 37	4 0	4 0	5 0	5 13	6 55	..	9 30
37	Crick (and W.)	..	..	..	..	8 41	..	..	..	..	1 41	..	4 30	..	..	..	..	..	..
42¾	Weedon	2 41	1 32	..	..	8 56	..	10 11	12 18	..	1 56	3 11	4 48	4 29	..	5 48	7 22	..	..
97½	PETERBRO'.	12 45	..	..	..	6 45	..	..	..	11 0	..	..	..	..	..	3 45	..	..	..
..	Stamford	12 0	..	..	..	6 0	..	..	..	10 15	..	..	..	..	..	3 0	..	..	..
91¼	Wansford	1 0	..	..	..	7 0	..	..	..	11 15	..	..	..	..	..	4 0	..	..	..
84½	Oundle	1 24	..	..	..	7 20	..	..	..	11 30	..	..	..	..	..	4 20	..	..	..
76½	Thrapstone ..	1 40	..	..	..	7 42	..	..	..	11 50	..	..	..	..	..	4 42	..	..	..
70½	HighmFrrars.	1 55	..	..	..	8 3	..	..	..	12 0	..	..	..	..	..	5 3	..	..	..
66	Wellingbro'	2 5	..	..	leave	8 15	..	..	..	12 15	..	..	..	..	..	5 15	..	..	..
55	NORTHMTN	2 33	..	..	7 0	8 45	..	..	..	12 45	..	..	..	..	..	5 45	..	..	..
49¾	BLISWORTH	..	..	..	..	9 17	..	10 25	12 39	1 10	2 17	3 25	5 12	4 42	..	6 9	7 50	..	..
52½	Roade	..	..	leave	7 23	9 27	..	..	..	..	2 27	..	5 25	..	..	..	..	..	..
60	WOLVERTON	3 22	2 35	6 45	8 0	9 47	..	10 57	1 2	1 42	2 47	3 57	6 18	5 7	6 0	6 32	8 15	9 0	..
65¾	Bletchley, &F.S.	..	..	7 0	8 12	10 11	..	..	..	..	3 11	..	6 43	..	..	..	..	..	..
71½	LEIGHTON ..	..	..	7 13	8 26	10 25	leave	..	1 37	..	3 25	..	7 3	..	..	7 7	8 40	..	leave
83½	Aylesbury leave	..	..	7 0	..	..	10 45	..	..	..	..	..	7 27	..	..	..	..	..	6 45
76½	Cheddington ar.	..	..	..	..	..	10 58	..	..	..	..	..	..	..	..	..	..	..	..
80¾	TRING	4 19	3 32	7 38	8 48	10 48	11 10	11 50	2 2	2 37	3 48	4 50	7 43	6 3	6 50	7 32	9 5	9 40	7 45
84½	Berkhampstead	..	..	7 51	9 0	11 1	..	..	..	..	3 59	..	8 2	..	..	..	..	..	7 56
87½	Boxmoor	..	..	8 1	9 10	11 11	..	..	..	..	4 9	..	8 14	..	..	..	..	..	8 6
91¼	Kings Langley..	..	..	8 9	9 16	..	11 31	..	..	..	..	..	8 24	..	..	..	..	..	8 12
94½	WATFORD	..	4 2	8 17	9 28	11 28	..	12 17	2 32	..	4 25	..	8 34	6 32	..	8 2	9 33	..	8 24
96½	Bushey	..	..	8 19	9 30	..	11 43	..	..	..	..	..	8 42	..	..	..	..	..	8 31
99½	Pinner	..	..	8 25	9 35	..	11 49	..	..	..	..	..	8 51	..	..	..	..	..	8 39
100¾	Harrow	..	..	8 37	9 45	11 45	..	..	..	..	3 10	4 42	8 57	..	..	..	..	..	8 43
104½	Sudbury	..	..	8 43	9 50	..	11 59	..	..	..	..	..	9 7	..	..	..	..	..	8 46
106¾	Willesden	..	..	8 47	9 54	..	12 4	..	..	..	..	..	9 12	..	..	..	..	..	8 50
112½	EUSTON SQ..	5 32	4 45	9 15	10 20	12 15	12 30	1 0	3 15	3 45	5 15	6 0	9 40	7 15	7 55	8 45	10 15	10 30	9 15

ON SUNDAYS.						
12 55 a. m. mail 2.3.46	1½ a.m. mail 8.9.10 11. 12	6¾ a.m. Mixt Fast Wol-vrtn.	8½ a.m. mail 1.3.4. 8.9.10	1½ p.m. 1.3.8. 9.	2½ p.m. 3rd class	7 p.m. from Ayls bury
*8 30	*1 30	2 30	..	..	..	..
..	..	..	8 35	..	..	..
..	..	..	8 45	..	..	..
..	..	..	9 11	2 19	3 25	..
..	..	..	..	2 33	3 40	..
2 7	1 15	..	9 37	2 50	4 0	..
..	..	..	..	3 11	4 30	..
2 41	1 52	..	10 11	3 26	4 48	..
12 45	..	..	..	1 30	..	..
12 0	..	..	..	12 45	..	..
1 0	..	..	1 45	..	..	..
1 24	..	..	..	2 0	..	..
1 40	..	..	2 20	..	..	..
1 55	..	..	2 38	..	..	..
2 5	..	..	2 50	..	..	..
2 33	..	..	3 20	..	..	..
..	..	..	3 47	5 12	..	..
..	leave	..	3 57	5 25	..	..
3 22	2 55	6 45	10 57	4 17	6 20	..
..	..	7 0	..	4 41	6 45	..
..	..	7 13	..	4 55	7 5	leave
..	..	7 0	..	..	..	7 0
..	..	..	..	..	7 20	7 12
4 19	3 32	7 38	11 50	5 18	7 36	7 30
..	..	7 51	..	..	7 55	7 43
..	..	8 1	..	..	8 7	7 53
..	..	8 9	..	..	8 17	8 1
..	4 2	8 17	12 17	5 54	8 27	8 9
..	..	8 19	..	..	8 35	8 11
..	..	8 25	..	..	8 44	8 17
..	..	8 37	..	..	8 50	8 29
..	..	8 43	..	..	9 0	8 35
..	..	8 47	..	..	9 5	8 39
4 45	9 15	1 0	6 45	9 30	9 0	

Additional Train—From Aylesbury to London at 2½ p.m., mixed and fast.

WARWICK AND LEAMINGTON BRANCH.

Leamington to Birmingham.

TRAINS LEAVING	DOWN. A.M.	A.M.	P. M.	P.M	P.M.	P.M.	P.M.	SUNDAY. 1 & 2	1, 2, 3
LEAMINGTON at....	*8 20	*10 40	*12 10	*2 20	*4 10	5 50	*8 35	A.M. *8 35	P.M. *8 0
ARRIVE AT									
KENILWORTH	8 30	10 50	12 20	2 30	4 20	6 2	8 45	8 45	8 10
COVENTRY.....	8 45	11 5	12 35	2 45	4 35	6 15	9 0	9 0	8 25
DOCKER'S LANE ..	9 2	..	..	..	..	..	..	..	8 43
HAMPTON	9 23	..	..	3 15	5 5	..	..	..	..
MARSTON GREEN..	9 28	..	..	..	..	..	..	..	..
STETCHFORD	9 33	..	..	..	..	..	..	..	..
BIRMINGHAM about	10 0	12 40	1 25	3 40	5 40	..	10 0	..	9 15

Birmingham to Leamington.

TRAINS LEAVING	UP. A.M.	A.M.	A.M.	P.M.	P.M.	P.M	P.M
BIRMINGHAM at....	*8 30	*10 30	*12 0	..	*4 0	5 45	8 15
STETCHFORD arrive at	..	..	..	..	..	..	8 20
MARSTON GREEN ..	..	..	..	..	..	..	8 23
HAMPTON	..	10 51	12 21	..	4 21	..	8 36
DOCKER'S LANE....	..	..	..	..	..	..	8 40
COVENTRY ..Arrival	9 11	11 14	12 49	..	4 44	6 28	9 5
Departure	9 15	11 20	12 55	3 0	4 50	6 35	9 20
KENILWORTH	9 30	11 35	1 10	3 15	5 5	6 50	9 35
LEAMINGTON about	9 40	11 45	1 20	3 25	5 15	7 0	9 45

SUNDAY 1,2,3	1,2 cl	Fares. 1stc	2d	3rd.
A.M.	P.M.	s. d.	s. d.	s. d.
9 0	..	..	..	..
..	..	..	..	..
..	..	..	..	..
9 22	..	2 0	1 0	0 10
..	..	..	..	..
..	..	..	..	..
9 45	12 55	4 0	2 6	1 7
10 15	1 20	4	6 3	0 2 4

FARES AND RATES ON THE LONDON AND BIRMINGHAM RAILWAY.

STATIONS	FARES FROM LONDON. 1st Class. Mail & Express.	1st Class. Mixed Fast.	1st Class. Mixed Stopping.	2nd Class. Mixed Fast.	2nd Class. Mixed Stopping.	3rd Class.
Euston Square	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Willesden (arrival)	..	1 0	1 0	0 9	0 9	0 6
Sudbury	..	1 6	1 6	1 0	1 0	0 8
Harrow	..	2 6	2 0	1 6	1 6	1 0
Pinner	..	3 0	2 6	2 0	1 6	1 2
Bushey	..	3 6	3 0	2 6	2 0	1 4
Watford	4 6	3 6	3 0	2 6	2 0	1 6
Kings Langley	..	4 6	3 6	3 0	2 6	1 9
Boxmoor	..	5 0	4 6	4 0	3 0	2 1
Berkhampstead	..	5 6	5 0	4 6	3 6	2 4
Tring	7 6	6 6	5 6	5 0	4 0	2 8
Cheddington	..	7 6	6 6	5 6	4 6	3 1
Aylesbury	..	9 0	8 0	6 0	5 6	3 8
Leighton	..	8 6	7 0	6 0	5 0	3 5
Bletchley & F. Stfd.	..	9 6	8 6	7 0	6 0	3 11
Wolverton	12 6	11 0	9 6	8 0	6 6	4 5
Roade	..	12 0	10 0	9 0	7 6	5 0
Blisworth	15 0	13 0	11 0	9 6	8 0	5 3
Weedon	16 6	14 0	12 6	10 6	8 6	5 10
Crick (and Welton)	..	15 6	13 6	11 6	9 6	6 4
Rugby (Md. C. J.)	20 0	17 0	14 6	12 6	10 0	6 11
Brandon	..	18 0	15 6	13 6	11 0	7 5
Coventry	22 6	19 0	16 6	14 0	11 6	7 10
Kenilworth	23 6	20 0	17 6	15 0	12 0	8 3
Leamington	24 6	21 0	18 0	15 6	12 6	8 7
Hampton Dby. (Jn.)	..	21 0	18 0	15 6	12 6	8 7
Birmingham	27 0	23 0	20 0	17 0	14 0	9 5

STATIONS	FARES FROM BIRMINGHAM. 1st Class. Exprs and 1½ pm.	1st Class. Mixed Fast	1st Class. Mixed Stopping.	2nd Class. Mixed Fast	2nd Class. Mixed Stopping	3rd Class
Birmingham	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Hampton (Dby. Jn.)	..	2 0	2 0	1 0	1 0	0 10
Leamington	6 6	4 6	4 6	3 0	3 0	2 4
Kenilworth	5 6	4 0	4 0	2 6	3 0	2 0
Coventry	4 6	4 0	3 6	2 6	2 6	1 7
Brandon	..	4 6	4 0	3 6	3 0	2 0
Rugby (Mid. C. J.)	7 0	6 0	5 6	4 6	3 6	2 6
Crick and Welton	..	7 6	6 6	5 6	4 6	3 1
Weedon	10 6	8 6	7 6	6 6	5 6	3 7
Blisworth	12 0	10 0	9 0	7 6	6 0	4 2
Roade	..	11 0	9 6	8 0	6 6	4 5
Wolverton	14 6	12 0	10 6	9 0	7 6	5 0
Bletchley & F. Stfd.	..	13 6	11 6	10 0	8 0	5 6
Leighton	..	14 6	12 6	11 0	9 0	6 0
Aylesbury	..	17 0	15 0	12 6	10 6	7 0
Cheddington	..	15 6	13 6	11 6	9 6	6 5
Tring	19 6	16 6	14 6	12 0	10 0	6 9
Berkhampstead	..	17 6	15 0	13 0	10 6	7 1
Boxmoor	..	18 0	15 6	13 0	11 0	7 4
Kings Langley	22 6	18 6	16 6	14 0	11 6	7 8
Watford	..	19 6	17 0	14 6	11 6	7 11
Bushey	..	19 6	17 0	14 6	11 6	8 1
Pinner	..	20 6	17 6	15 0	12 6	8 4
Harrow	..	20 6	18 0	15 0	12 6	8 5
Sudbury	..	21 0	18 6	16 0	13 0	8 9
Willesden	..	22 0	19 0	16 0	13 0	8 11
Euston Square	27 0	23 0	20 0	17 0	14 0	9 5

The accommodation by the Express Trains being limited, Passengers who arrive first will have the preference

The **Fares** by the 8 a.m. train from London, and 12 noon train from Birmingham, are 23s. first class, and 16s. second class; and intermediate distances in proportion.

Gravesend and Rochester.

From GRAVESEND—at 7½, 8½, 9½, 10½, 11, & 11½ a.m.; 12 noon, 12½, 1, 1½, 2, 2½, 3½, 4½, 5½, 6½, 7½, 8, 8½, & 9 p.m.
From ROCHESTER—at 7, 8, 9, 10, 10½, 11, and 11½ a.m., 12 noon, 12½, 1, 1½, 2, 3, 4, 5, 6, 7, 7½, 8, and 8½ p.m.
Maidstone.—The WONDER Omnibuses will leave the Haunch of Venison and New Inn Coach Offices direct for the Rochester Station, at 5 40, 7½, 10, & 11, a.m.; 12½, 1½, 2½, 3½, 5, & 6½ p.m.; and from Rochester Station for Maidstone, at 8, 9, & 11½, a.m.; 12½, 1½, 4, 5, 6, 7, & 8 p.m.
The steamer leaves the Sun Pier, Chatham, fifteen minutes before the departure of each train, to convey passengers to Rochester and returns immediately on the arrival of the trains from Gravesend. **FARES**—first class, 9d.; second, 6d.

J. T. Brandling, Manager. **YARMOUTH AND NORWICH.** Treasurer, R. Till, Guildhall Buildings, London.

Mls.	DOWN TRAINS.	Week Days. 1	2	3	4	Sundays. 1	2	3	Fares. 1st Class	2nd Class	3rd Class
		a.m.	a.m.	p.m.	p.m.	a.m.	p.m.	p.m.	s. d.	s. d.	s. d.
	Norwich	8 45	11 0	*4 0	7 0	8 30	*2 30	7 0	..	..	..
6	Brundall	8 55	11 10	4 10	7 10	8 40	2 40	7 10	1 0	0 9	0 6
8	Buckenham	9 0	11 15	4 15	7 15	8 45	2 45	7 15	1 6	1 0	0 8
10	Cantley	9 5	11 20	4 20	7 20	8 50	2 50	7 20	2 0	1 6	0 10
12	Reedham	9 10	11 25	4 25	7 25	8 55	2 55	7 25	2 6	1 8	1 0
20½	**Yarmouth**	..	..	..	..	..	..	..	3 6	2 6	1 8

Mls.	UP TRAINS.	1	2	3	4	1	2	3	1st Class	2nd Class	3rd Class
		a.m.	noon.	p.m.	p.m.	a.m.	p.m.	p.m.	s. d.	s. d.	s. d.
	Yarmouth	10 0	12 *0	3 0	8 0	9 30	*6 0	8 0	..	..	..
8	Reedham	10 10	12 10	3 10	8 10	9 40	6 10	8 10	1 6	1 0	0 8
10	Cantley	10 15	12 15	3 15	8 15	9 45	6 15	8 15	2 0	1 6	0 10
12	Buckenham	10 20	12 20	3 20	8 20	9 50	6 20	8 20	2 6	1 8	1 0
14	Brundall	10 25	12 25	3 25	8 25	9 55	6 25	8 25	3 0	2 0	1 2
20½	**Norwich**	..	..	..	..	..	..	..	3 6	2 6	1 8

* Third class covered carriages by these trains at 1d. per mile.

Omnibuses will run from Beccles to the Reedham station on Mondays, Wednesdays, Saturdays, and Sundays.

Tickets between Yarmouth and Norwich, to go and return the same day, 1st class 5s., 2nd 4s., open carriage 2s.

Monthly tickets may be had on application to the Secretary.

Children in arms free, under ten years of age half price.

Horses and Carriages to and from Norwich and Yarmouth conveyed as follows:—One horse 7s. two horses (one property and in same box) 10s., three horses (one property and in same box) 14s.; Carriages, four wheels 10s., two wheels 7s. Dogs, 1s. each.

Secretary, A. F. Morcom. **TAFF VALE.** Engineer, E. Highton.

DOWN TRAINS. TRAINS LEAVE	1st, 2nd, & 3rd class. a.m.	p.m.	p.m.	FARES. 1st class.	2nd class.	3rd class.
				s. d.	s. d.	s. d.
Merthyr	9 0	1 30	5 30	0 6	0 4	0 3
Troedyrhiw	9 10	1 40	5 40	1 6	1 0	0 8
Navigation House	9 47	2 17	6 17	2 0	1 6	1 0
Newbridge	9 59	2 29	6 29	2 9	2 0	1 4
Taff's Well	10 19	2 49	6 49	3 0	2 4	1 6
Pentyrch	10 27	2 57	6 57	3 6	2 8	1 9
Llandaff	10 37	3 7	7 7	4 0	3 0	2 0
Cardiff	10 49	3 19	7 19	..	..	..
Cardiff Docks arr.	11 0	3 30	7 30			

UP TRAINS. TRAINS LEAVE	1st, 2nd, & 3rd class. a.m.	p.m.	p.m.	FARES. 1st class.	2nd class.	3rd class.
				s. d.	s. d.	s. d.
Cardiff Docks	8 15	12 45	4 45	..	..	..
Cardiff	8 30	1 0	5 0	..	..	..
Llandaff	8 39	1 9	5 9	0 8	0 4	0 3
Pentyrch	8 50	1 20	5 20	1 0	0 8	0 6
Taff's Well	8 58	1 28	5 28	1 3	1 0	0 8
Newbridge	9 17	1 47	5 47	2 0	1 6	1 0
Navigation House	9 32	2 2	6 2	2 8	2 0	1 4
Troedyrhiw	10 7	2 37	6 37	3 6	2 9	1 9
Merthyr arrival	10 19	2 49	6 49	4 0	3 0	2 0

ON SUNDAYS from Cardiff at 8 a.m., and 3½ p.m.; from Merthyr at 8½ a.m., and 4 p.m., for the conveyance of passengers only.

Passengers may be conveyed from the terminus at the Cardiff Docks, to the Cardiff station, to be there booked, for which purpose one of the company's carriages will leave the terminus at the advertised time.

Children under ten years of age, in the first and second class carriages, will be charged half-price. No half-price will be allowed in the third class carriages.

Parcels may be booked at the railway station, the charge for which will be 1s. for parcels not exceeding 1 cwt., including all expenses for carriage, porterage, and delivery.

Distances.	LONDON TO LIVERPOOL AND LANCASTER.	8 30 p.m. Mixed. Lon. Mail.	6 a.m. 1st & 2nd class	6 15 a.m. Mixed Mail	8¾ a.m. 1st class mixed	10 a.m. Lon. Mail	7 a.m. 3rd class. slow.	11 a.m. 1st class mixed	12½ p.m. 1st & 2nd class	4 p.m. Express.	Sunday Trains. Stop at 1st cls. stas. only: 8 30 p.m mix. mail	7½ a.m. mix. & 3rd clss.	11¼ a.m. mix. Mail.	10 a.m. Mail. mixed	Fares frm Birming By 1 45 p.m. and Express. First Class.	Second Class.	Third Class.
Mls.	**London,** EustonSq.	8 30	..	6 15	8 45	10 0	7 0	11 0	12 30	4 0	8 30	..	..	10 0			
	Birmingham....	1 10	6	11¼	1	1¾	3½	4¼	6	7 10	1 10	7½	11¼	1¾	s. d.	s. d.	s. d.	s. d.
3¼	Perry Bar.....	..	6 9	..	..	..	3 41	..	6 8	..	..	..	..	..	....	0 9	0 6	0 4
6¾	Newton Road	..	6 18	..	..	..	3 53	..	6 17	..	..	..	..	..	....	1 6	1 0	0 7
9½	**Walsall**	..	6 28	11 37	1 22	..	4 4	4 38	6 26	..	..	7 49	11 37	..	....	2 0	1 3	0 10
12	Willenhall.....	..	6 36	..	..	..	4 14	..	6 34	..	..	..	..	..	....	2 6	1 6	1 0
14½	**Wolverhampton**	1 45	6 45	11 52	1 36	2 13	4 24	4 52	6 42	..	1 45	8 5	11 52	2 13	3 0	2 9	1 9	1 3
20	Four Ashes	..	6 50	..	..	..	4 43	..	6 55	..	..	..	..	..	....	4 6	3 0	1 8
21½	Spread Eagle	..	7 6	..	..	..	4 51	..	7 2	..	..	..	..	..	....	4 6	3 0	1 10
24	Penkridge.....	..	7 14	12 7	..	..	5 0	5 10	7 10	..	..	..	..	..	....	5 0	3 6	2 0
29¼	**Stafford**.....	2 13	7 25	12 20	2 6	2 41	5 17	5 24	7 22	8 0	2 17	8 30	12 17	2 41	6 0	5 6	4 6	2 6
35	Norton Bridge.....	..	7 41	..	2 22	..	5 55	..	7 38	..	..	..	..	..	....	7 0	5 6	2 11
43½	**Whitmore**	2 45	8 2	12 55	2 47	3 14	6 32	6 0	8 1	..	2 55	9 8	12 55	3 14	10 6	9 0	7 0	3 3
46½	Madeley.....	..	8 10	..	..	..	6 45	..	8 10	..	..	..	..	..	....	9 6	7 6	3 10
51	Basford	..	8 22	..	..	..	7 31	..	8 22	..	..	..	..	..	....	10 6	8 6	4 4
54	**Crewe**	3 10	8 28	1 19	3 10	3 35	7 39	6 24	8 28	8 45	3 19	9 32	1 19	3 35	13 0	11 0	9 6	4 6
58¾	Minshull Vernon ..	..	8 42	..	..	..	8 1	..	8 56	..	..	..	..	..	....	12 0	10 0	4 11
61¼	Winsford	..	8 50	..	3 28	..	8 10	..	9 3	..	..	..	..	..	....	12 6	10 6	5 2
65½	**Hartford**	3 44	9 1	1 44	3 40	3 56	8 24	6 51	9 13	..	3 44	9 57	1 44	3 56	16 0	14 0	11 0	5 6
68¾	Acton.....	..	9 9	..	..	..	8 35	..	9 20	..	..	..	..	..	....	14 6	11 6	5 9
72½	Preston Brook.....	..	9 22	2 0	..	..	8 49	..	9 30	..	..	..	..	..	....	15 0	12 0	6 1
75	Moore	..	9 31	..	..	..	8 58	..	9 36	..	..	..	..	..	....	16 0	12 6	6 3
78	**Warrington**	4 12	9 38	2 16	4 5	4 19	9 16	7 18	9 46	9 24	4 12	10 25	2 16	4 19	19 0	17 0	13 0	6 6
82¾	Newton Junction ..	4 28	9 53	..	..	..	9 33	..	9 58	..	..	..	..	..	....	18 6	14 0	6 11
97½	**Liverpool**.....	5 10	10 45	3 15	5 0	5 10	10 30	8 15	10 45	10 10	5 10	11 30	3 15	5 10	23 0	20 0	16 0	8 2
75	**Chester**.....	4 6	10 6	2 42	..	4 38	9 30	8 21	9 35	9 55	4 0	..	..	4 38	18 0	15 6	12 0	6 3
105½	**Preston**.....	5 24	12 0	3 45	..	..				..	5 4	..	..					
126¼	**Lancaster**	6 19	1 0	4 45	..	6 28	..	..	..	..	6 19	..	..	6 28	..	..	..	....

CHESTER AND CREWE BRANCH—21 Miles in length.

From Chester, Mail, Mixed, 4¾ a.m joins 4 a.m train from Liverpool; 4 45 p.m. Express.
Mixed at 6¾ and 10 30 a.m. & 5 10 p.m.
Third Class (slow) at 8 a.m.
First Class at 9½ am, (& 11 40 am. mix., joins the 11 a.m. train from Liverpool.) Mail 9 22 p.m. joins the 8¾ p.m. train from Liverpool. Mail trains only run on Sundays. FARES. Chester to Crewe, 4s—3s.—1s. 9d.

From Chester to Manchester, without change of Carriage, at 6 45, 10¼, and 11 40 a.m., and 5 10 p.m.
Manchester to Chester at 7½ and 10 a.m. and 5 20 p.m. without changing carriage, and 11 30 a.m. changing carriage.
FARES. 1st class 8s. 6d.—2nd class 6s.—3rd class 4s. 6d. Double tickets (returning the same day,) 12s.—9s.

From Crewe, Mail 3 17 a.m. on arrl. of 1 10 a.m. tr. from Birmingham
Mixed 8 40 a.m. on arrival of 6 a.m. trains mixed, up and down.
First and second class 11¼ a.m. on arriv. of 10 a.m. tr. from Manchr.
First class 1 35 p.m. on arrival of 11 15 a.m. tr. from Birmingham
Mail 3 41 p. m. on arrival of the 1¾ p.m. train from Birmingham
7½ & 8 43 p.m. mixed. 8 p.m. third class (slow); 9 35 p.m. Express.

Distances.	LANCASTER AND LIVERPOOL to Birmingham and LONDON.	2½ a.m. mix. Mail	6 a.m. 1st & 2nd Class.	6 30 a.m. Third Class. Slow.	9 a.m. First Class.	9 20 a.m.. Mixed Mail.	1 p.m. First Class. Mixed	4 p.m. Express	2½ p.m. 1st & 2nd Class	6 55 p.m. Mixed Mail	Sunday Trains Stop at 1stC. stns. only: a.m. 3d cl. Mixd Mail.	9 a.m. 1stcl. Mixd	11 a.m. Mixd Mail.	6 55 p.m. Mixd Mail.	FARES. From Liverpool. 9 a.m. & Express Trains. 1st Class.	2nd Class.	3rd class.
Mls	Trains Leave								†						s. d.	s. d.	s. d.
	Lancaster	2 30	..	..	..	9 20	..	..	2 30	6 55	2 30	..	..	6 55	..	..	..
	Preston.	3 27	..	..	..	10 20	..	..	3 40	7 53	3 27	..	..	7 53	..	..	..
	L'pool, Lime-st..	4	6	6 30	9	11	1 0	4	5	8¼	4	9	11	8¼	..	..	..
15⅝	Parkside	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
14¾	Newton Junction..	..	6 43	7 46	9 30	..	1 30	..	5 42	..	..	..	..	..	..	..	..
19½	**Warrington** ..	4 38	6 57	8 8	9 47	11 47	1 47	4 42	5 57	9 2	4 38	9 47	11 47	9 2	4 0	3 6	2 6	1 8
22½	Moore	..	7 6	8 22	..	..	..	..	6 7	..	..	..	..	..	..	4 0	3 6	1 11
25	Preston Brook	..	7 13	8 33	..	..	2 0	..	6 14	..	..	..	..	..	..	4 6	3 9	2 2
29½	Acton	..	7 24	8 52	..	..	..	..	6 25	..	..	..	..	..	..	5 6	4 9	2 6
31⅝	**Hartford**	5 10	7 33	9 6	10 16	12 21	2 18	..	6 33	9 36	5 11	10 16	12 21	9 36	7 0	6 0	5 0	2 8
36½	Winsford	..	7 46	9 26	..	..	2 28	..	6 47	..	..	..	..	..	..	7 6	6 0	3 1
38¾	Minshull Vernon ..	..	7 53	9 39	..	..	..	..	6 53	..	..	..	..	..	..	8 0	6 6	3 3
43½	**Crewe**	5 37	8 3	10 0	10 43	12 47	2 47	5 26	7 3	10 2	5 37	10 43	12 47	10 2	10 6	9 0	7 0	3 8
46	Basford	..	8 19	10 20	..	..	..	..	7 19	..	..	..	..	..	..	9 6	7 6	3 11
51½	Madeley	..	8 37	10§48	..	..	..	..	7 37	..	..	..	..	..	..	10 6	8 6	4 4
54¼	**Whitmore**	6 17	8 45	11 37	11 23	1 27	3 24	..	7 45	10 42	6 17	11 23	1 27	10 42	13 0	11 6	9 0	4 7
62½	Norton Bridge ..	..	9 4	12 0	..	..	3 44	..	8 4	..	..	..	..	..	..	13 6	10 6	5 3
68¾	**Stafford**	6 47	9 18	12 16	11 56	1 57	4 0	6 14	8 18	11 12	6 47	11 56	1 57	11 12	16 6	15 0	11 0	5 9
72½	Penkridge	..	9 33	12 32	..	..	4 12	..	8 33	..	..	..	..	..	..	16 0	12 0	6 2
76	Spread Eagle	..	9 41	12 40	..	..	..	..	8 41	..	..	..	..	..	..	16 6	12 6	6 5
77½	Four Ashes	..	9 47	12 47	..	..	..	..	8 47	..	..	..	..	..	..	17 0	12 6	6 6
83	**Wolverhamp.**	7 22	10 2	1 2	12 32	2 36	4 39	..	9 4	11 51	7 22	12 32	2 36	11 51	20 0	17 6	13 6	7 0
85½	Willenhall	..	10 14	1 13	..	..	4 46	..	9 14	..	..	..	..	..	..	18 0	14 0	7 2
88	**Walsall**	7 35	10 22	22	..	2 54	4 57	..	9 22	..	7 35	..	..	..	..	18 6	14 6	7 5
90¾	Newton Road	..	10 31	1 31	..	..	..	..	9 31	..	..	..	..	..	..	19 0	15 0	7 7
94½	Perry Bar	..	10 42	1 44	..	..	..	..	9 42	..	..	..	..	..	..	19 6	15 6	7 11
97½	**Birmingham..**	8 6	11 0	2 0	1 15	3 20	5 30	7 10	10 0	12 36	8 6	1 15	3 20	12 36	23 0	20 0	16 0	8 2
210	**London**	1 0	5 15	9 40	6 0	8 45	10 15	10 30	..	5 32	1 0	6 45	..	5 32	50 0	43 0	33 0	17 7

§ Waits 40 minutes, leaves Madeley at 11 28.

The 4 a.m. train starts from the Station at Edge Hill, to which any passenger wishing to go by the train must proceed to take his place.

Private Carriages and Horses cannot be taken by the 4 and 8¼ p.m. up, nor by the 1 10 a.m. and 7 10 p.m. down trains.

† Passengers by this train from Preston will have to wait at Parkside.

No difference of charge for four and six-seated carriages, which passengers may select according to priority of arrival.

NOTICE.—Passengers should be at the 1st class stations 5 minutes & at the 2nd class stations 10 minutes, before the time specified

W. Baker, Engineer

MANCHESTER & BIRMINGHAM.

S. Salt, Superintendent, Manchester.

Week Days.

Miles	Stations.	1	2	3	4	5	6	7	8&6	9	10	11	12	Express
	LONDON (depart.).	p.m.	a.m.	a.m.	a.m.	a.m.	p.m	a.m.	a.m	p.m	a.m.	a.m.	p.m.	p.m.
		*8½	..	..	..	6 15	..	8 45	*10	..	7 0	11 0	12 30	*4 0
	BIRMINGHAM	a.m.		a.m.				p.m.	p.m.	..		p.m,		
31	Perry Bar	1 10	..	6 0	..	11 15	..	1 0	1 45	..	3 30	4 15	6 0	7 10
6¾	Newton Road	..	..	6 9	..	..	..	..	..	..	3 41	..	6 8	..
9½	**Walsall**	..	..	6 18	..	..	..	..	..	..	3 53	..	6 17	..
12	Willenhall	..	..	6 28	..	11 37	..	1 22	..	..	4 4	4 38	6 26	..
14¾	**Wolverhampton**	1 45	..	6 36	..	..	..	..	..	..	4 14	..	6 34	..
20	Four Ashes	..	..	6 45	..	11 52	..	1 36	2 13	..	4 24	4 50	6 42	..
21½	Spread Eagle	..	..	6 59	..	..	..	..	..	..	4 33	..	6 55	..
24	Penkridge	..	..	7 6	..	..	..	..	..	..	4 43	..	7 2	..
29¾	**Stafford**	2 13	..	7 14	..	12 7	..	..	..	..	4 51	..	7 10	..
35	Norton Bridge	..	..	7 25	..	12 20	..	2 6	2 41	..	5 0	5 10	7 22	8 0
43¼	**Whitmore**	2 45	..	7 41	..	..	..	2 22	..	..	5 17	5 24	7 38	..
46	Madeley	..	..	8 2	..	12 55	..	2 47	3 14	..	5 55	..	8 1	..
51½	Basford	..	..	8 10	..	..	..	..	..	..	6 32	6 0	8 10	..
		..	..	8 22	..	..	..	..	..	..	6 45	..	8 22	..
	Chester, departure	..	..	6 45	10 30	11 40	..	..	..	..	7 31	..	..	..
54	**Crewe**	3 15	7 15	8 30	11 30	1 20	..	..	..	..	..	5 10	..	..
58¾	**Sandbach**	3 27	7 30	8 45	11 45	1 32	..	3 35	..	4 45	8 45	6 30	8 45	8 45
62¼	**H. Chap.** (Congleton)	3 37	7 42	8 55	11 55	1 40	..	3 49	..	4 59	9 0	6 44	9 0	..
68	**Chelford,** (Macclsfld	3 49	7 58	9 10	12 10	1 52	3 25	4 13	..	5 27	9 28	7 9	9 28	9 10
71¼	Alderley & Knutsford	..	8 9	9 26	12 20	..	3 35	..	..	5 37	9 39	7 19	9 33	..
74¾	Handforth	..	8 18	9 25	12 25	..	3 40	..	..	5 42	9 44	7 24	9 44	..
76½	Cheadle	..	8 24	9 30	12 30	..	3 45	..	..	5 47	9 50	7 29	9 50	..
79¼	**Stockport**	..	8 30	9 35	12 35	..	3 50	..	..	5 52	9 55	7 34	9 55	..
82	Levenshulme	4 15	8 40	9 45	12 45	2 20	4 0	4 42	..	6 2	10 7	7 44	10 7	..
83¾	Longsight	..	8 50	9 52	12 52	..	4 10	..	..	6 10	10 15	7 51	10 15	..
85	**Manchester arr.**	..	8 55	9 55	12 55	..	4 15	..	..	6 15	10 18	7 55	10 18	..
		4 30	9 0	10 0	1 0	2 35	4 20	5 0	..	6 20	10 25	8 0	10 25	9 40

Sundays.

Stations.	1	2	3	4	5	6	7
	p.m	a.m.	a.m.	a.m.	a.m.	p.m	p.m
LONDON (depart.).	8 30	..	..	..	10 0	..	..
BIRMINGHAM							
Perry Bar	1 10	..	7 30	11 15	1 45	..	..
Newton Road	..	..	..	..	..	..	..
Walsall	..	..	..	..	..	..	..
Willenhall	..	..	7 49	11 37	..	..	..
Four Ashes	..	..	..	..	..	..	..
Spread Eagle	1 45	..	8 5	11 52	2 13	..	..
Penkridge	..	..	..	..	..	..	..
Stafford	..	..	8 30	12 17	2 41	..	..
Norton Bridge	2 17	..	..	..	..	..	..
Whitmore	..	..	9 8	12 55	3 14	..	..
Madeley	2 55	..	..	..	..	..	..
Basford	..	..	9 20	1 2	3 39	..	..
	..	..	9 35	1 20	3 55	..	..
Chester, departure	..	..	..	..	..	..	..
Crewe	..	..	9 35	1 20	3 55	..	..
Sandbach	3 20	..	..	..	..	..	..
H. Chap. (Congleton)	3 32	..	9 50	1 35	3 49	..	..
Chelford, (Macclsfld	3 42	8 30	10 0	1 45	3 59	..	..
Alderley & Knutsford	3 54	8 40	10 15	2 0	4 13	4 55	7 30
Wilmslow	..	8 45	10 25	2 10	..	5 5	7 40
Handforth	..	8 50	10 30	2 15	..	5 10	7 45
Cheadle	..	8 55	10 35	2 20	..	5 15	7 50
Stockport	4 20	9 7	10 50	2 35	4 42	5 30	8 5
Levenshulme	..	9 10	10 57	2 42	..	5 35	8 12
Longsight	..	9 15	11 0	2 45	..	5 40	8 15
Manchester arr.	4 35	9 20	11 5	2 50	5 0	5 45	8 20

No. 1—First & Second Class from Birmingham, (Second Class Passengers changing Carriages at Crewe.)—Nos. 2 & 9—First, Second, & Third Class from Crewe, and the intermediate Stations to Manchester.—No. 3—First and Second Class from Birmingham and Chester, (without change of Carriage) First, Second, and Third Class from Sandbach and the intermediate Stations to Manchester.—No. 4—First, Second, and Third Class from Chester and all Stations between Crewe and Manchester.—No. 5—First and Second Class from Birmingham Chester, and intermediate First Class Stations, (Passengers from Chester changing Carriages at Crewe.)—No. 6.—First, Second, and Third Class from Chelford to Manchester and intermediate Stations.—No. 7—First and Second Class from Birmingham and intermediate First Class Stations.—No. 8.—First Class from Birmingham, First and Second from Sandbach, Holmes Chapel, and Chelford.—No. 10—Third Class from Birmingham and all intermediate Stations to Manchester.—No. 11—First and Second Class from Birmingham and intermediate Stations, First, Second, and Third Class from Chester, (without change of Carriage) Crewe and all intermediate Stations to Manchester.—No. 12—First and Second Class from Birmingham and Third Class from all stations between Crewe and Manchester.

Sundays—No. 1—First and Second Class from Birmingham.—Nos. 2, 6, & 7—First, Second Third Class from Chelford and intermediate Stations to Manchester.—No. 3—First, Second, & Third Class from Birmingham and the principal Stations on the Grand Junction Line, & First, Second, and Third Class from Crewe and the intermediate Stations to Manchester.—No. 4—1st & 2nd Class from Birmingham, and First, Second, and Third Class from Crewe and all intermediate Stations.—No. 5—First and Second Class from Birmingham and the principal stations on the Grand Junction Line, and First, Second, and Third Class from Sandbach and the intermediate First Class Stations to Manchester.

MANCHESTER & BIRMINGHAM.—85 Miles.

Week Days.

Miles	Stations.	1	2	3	4	5	6	7	Expr	9	10	§11&7
—	Trns leave Londn-rd	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m	p.m	p.m	p.m.
	Manchester, (dp	6 30	7 0	*9 30	10 0	11*30	*1 30	1 45	*4 30	4, 15	6 30	*8 45
1¾	Longsight	6 35	7 5	..	10 5	..	..	1 50	..	5 22	6 35	..
3	Levenshulme	6 38	7 8	..	10 8	..	..	1 53	..	5 27	6 38	..
5¾	**Stockport**	6 45	7 15	9 43	10 15	11 42	1 45	2 0	..	5 34	6 45	9 0
8¾	Cheadle	6 55	7 25	..	10 25	..	..	2 10	..	5 44	6 55	..
10½	Handforth	7 0	7 30	..	10 30	..	..	2 15	..	5 50	7 0	..
12	Wilmslow	7 5	7 35	..	10 35	..	..	2 20	..	5 56	7 5	..
13¾	Alderley [& Knuts	7 10	7 40	..	10 40	11 58	..	2 25	..	6 4	7 10	..
17	**Chelford,** (Mac.	7 20	7 50	10 7	10 50	12 8	2 7	2 35	4 57	6 16	7 20	9 24
22¾	**H.Chapel,** Co	7 35	8 5	10 18	11 5	12 19	2 20	..	..	6 31	7 35	9 37
26¼	**Sandbach**	7 45	8 15	10 26	11 15	12 28	2 31	..	..	6 45	7 45	9 48
31	**Crewe,** arrival	8 0	8 30	10 40	11 30	12 40	2 45	..	5 20	7 0	8 0	10 0
52	**Chester** arrival	..	9 46	..	12 36	2 41	..	..	..	8 21	..	..
33½	Basford	8 19	10 20	..	..	..	..	..	..	7 19	..	..
39	Madeley	8 37	10 48	..	..	..	..	..	..	7 37	..	..
41¾	**Whitmore**	8 45	11 37	11 23	..	1 27	3 24	..	..	7 45	..	10 42
50	Norton Bridge	9 4	12 0	..	..	..	3 44	..	..	8 4	..	..
55¾	**Stafford**	9 18	12 16	11 56	..	1 57	4 0	..	6 14	8 18	..	11 12
61	Penkridge	9 33	12 22	..	..	..	4 12	..	..	8 33	..	..
63½	Spread Eagle	9 41	12 40	..	..	..	..	..	..	8 41	..	..
65	Four Ashes	9 47	12 47	..	..	..	..	..	..	8 47	..	..
70¾	**Wolverhmptn**	10 4	1 2	12 32	..	2 36	4 39	..	..	9 4	..	11 51
73	Willenhall	10 14	1 13	..	..	..	4 46	..	..	9 14	..	..
75½	**Walsall**	10 22	1 22	..	..	2 54	4 57	..	..	9 22	..	..
78¼	Newton Road	10 31	1 31	..	..	..	..	..	..	9 31	..	..
81½	Perry Bar.	10 42	1 44	..	..	..	..	..	..	9 42	..	..
85	**Birmingham** ar	11 0	2 0	1 15	..	3 20	5 30	..	7 10	10 0	..	12 36
	Dep.	..	2 30	1 30	..	4 0	5 45	..	..	..	..	12 55
197¾	**LONDON** arrival	5 15	9 40	6 0	..	8 45	10 15	..	10 30	..	..	5 32

Sundays.

Stations.	2	3	4	6
	a.m.	a.m.	a.m.	p.m.
Manchester, (dp	*9 20	10 0	11*30	6 15
Longsight	..	10 5	..	6 20
Levenshulme	..	10 8	..	6 23
Stockport	..	10 15	11 42	6 30
Cheadle	..	10 25	..	6 40
Handforth	..	10 30	..	6 45
Wilmslow	..	10 35	..	6 50
Alderley [& Knuts	9 58	10 40	11 58	6 55
Chelford, (Mac.	9 37	10 50	12 8	7 5
H.Chapel, Co	9 48	10 25	11 15	12 28
Sandbach	10 0	10 38	11 30	12 40
Crewe, arrival	..	..	..	..
Chester arrival	..	..	..	..
Basford	..	..	..	..
Madeley	..	..	..	..
Whitmore	10 42	11 23	1 27	10 6
Norton Bridge	..	..	..	..
Stafford	11 56	..	1 57	14 6
Penkridge	..	..	..	..
Spread Eagle	..	..	..	..
Four Ashes	..	..	..	..
Wolverhmptn	12 32	..	2 36	17 6
Willenhall	..	..	..	..
Walsall	..	..	..	18 6
Newton Road	..	..	..	..
Perry Bar.	..	..	..	..
Birmingham ar	1 15	3 20	5 45 p.m.	21 0
Dep.	1 30	4 0	5 45	..
LONDON arrival	6 45	10 15	..	48 0

Nos. **1** & **5** on Sundays leave Manchstr. for Chelfrd. 7.30 a.m. & 2 p.m. No. **7** same as the 8.45 p.m. week-day train.

Miles	Stations.	Fares. Express & 9½ a.m	1st Clas	2nd Clas	3rd Clas
		s. d.	s. d.	s. d.	s. d.
	Manchester, (dp	..	8 6	6 0	4 6
1¾	Longsight	..	8 3	6 0	2 10
3	Levenshulme	..	9 3	7 0	3 3
5¾	**Stockport**	10 6	9 6	7 6	3 6
8¾	Cheadle	..	11 6	8 6	4 2
10½	Handforth	..	13 0	9 6	4 8
12	Wilmslow	..	14 0	10 6	5 1
13¾	Alderley [& Knuts	..	14 6	11 0	5 4
17	**Chelford,** (Mac.	17 6	15 6	12 0	5 11
22¾	**H.Chapel,** Co	..	16 0	12 6	6 7
26¼	**Sandbach**	18 6	16 6	13 0	6 4
31	**Crewe,** arrival	..	17 0	13 6	6 7
52	**Chester** arrival	..	18 0	14 0	6 10
33½	Basford	..	18 6	15 0	7 1
39	Madeley	..	..	..	..
41¾	**Whitmore**	21 0	18 6	15 0	7 1
50	Norton Bridge	..	..	..	..
55¾	**Stafford**	48 0	41 6	32 0	16 6
61	Penkridge	..	..	..	..
63½	Spread Eagle	..	..	..	..
65	Four Ashes	..	..	..	..
70¾	**Wolverhmptn**	..	..	..	..
73	Willenhall	..	..	..	..
75½	**Walsall**	..	..	..	..
78¼	Newton Road	..	..	..	..
81½	Perry Bar.	..	..	..	..
85	**Birmingham** ar	..	..	..	..
	Dep.	..	..	..	..
197¾	**LONDON** arrival	..	..	..	..

*** First Class passengers booked through from Manchester to LONDON by the trains marked thus ***

No. **1**, 1st and 2nd class to Birmingham and intermediate stations, and to all stations between Manchester and Crewe, and from all those stations to Birmingham and the first class stations on the Grand Junction line, 3rd class between Manchester & Sandbach. No. **2**, 1st and 2nd class to Chester (without change of Carriage,) & 1st, 2nd & 3rd class to all stations between Manchr. & Crewe; also 3rd class to Birmingham & all intermediate stations. No. **3**, 1st class to Birmingham, 1st & 2nd to Stockport, Chelford, and H. Chapel. No. **4**, 1st, 2nd, and 3rd class to Chester, and all intermediate stations. No. **5**, 1st and 2nd class to Birmingham, Chester, and intermediate 1st class stations, (Passengers for Chester changing Carriages at Crewe,) also to Alderley. No. **6**, 1st & 2nd class to Birmingham, and intermediate 1st class stations. No. **7**, 1st 2nd, and 3rd class to Birmingham, and 1st, 2nd, and 3rd class to Chester, & all intermediate stations. No. **10**, 1st, 2nd, & 3rd class to Crewe & intermediate stations. No. **11**, 1st & 2nd class to Birmingham & intermediate 1st class stations. **On Sundays.**—No. **2**, 1st & 2nd class to Birmingham & 1st class sta. on Grand Junc. line, & 1st & 2nd to Alderley & the principal sta. between Manchester & Crewe. No. **3**, 1st, 2nd, & 3rd class to Crewe and intermed. stations. Nos. **1, 5** & **6**, 1st, 2nd, & 3rd cls. to Chelford & intermed. stations. Nos. **4** & **7**, 1st & 2nd cl. to Birmingham & 1st class stations on the Grand Junction line, & 1st, 2nd, & 3rd class to the 1st class stations between Manchester & Sandbach. (over

From Manchester to Chester.—52 Miles.

Passengers and Parcels booked through. Week days—7 & 10 a.m. & 5 15 p.m. without change of carriage; 11 30a.m, changing carriage at Crewe.

From Chester to Manchester.

At 6¾ & 11 40 a.m., first and second class; 10 30 a.m. and 5 10 p.m., first, second, and third class.

From Manchester to Stockport.

At *6 30, 7, 9, *9 30, 10, 10½, & 11½, a.m; 12½, *1 30, 1 45, (2 30 p.m. except on Saturdays) 3½, 4½, *5 15, 5½, 6½, 8, & *8 45 p.m. Sundays, 7½, 8, *9 20, 10, & *11½ a.m.; 2, 6, *6½, 7½, *8 45 & 9, p.m.

These trs. stop at Longsight, Levenshulme, & Heaton Norris, to take up or set down pssrsng. when required, except those marked thus *.

To the Luggage Train leaving Manchester every night (Sunday excepted) about 11 o'clock, is attached a Second class carriage, by which passengers may be booked (from Manchester only) to Heaton Norris.—Fare 1s.

From Stockport to Manchester.

At *4 15, 8, 8 40, 9½, *9 45, 11, & 12, a.m.; *12¾, 1, *2 20, 3, 4, 4 42, 5, 6½, *7 44, 8½, & *10 7 p.m.

Sundays *4 20, 7½, 9, *9 5, & *10 50 a.m; 1½, *2 35, *4 42, 5½, 7, *8 5, & 8½.

RATES FOR HORSES & CARRIAGES

FROM MANCHESTER TO	Horses. 1	Horses. 1 property and in same box. 2	Horses. 1 property and in same box. 3	Carriages.	Excess Lugg. p.lb	Dogs each.
	s. d.	s. d.	s. d.	s. d	d.	s. d.
STOCKPORT	5 0	10 0	15 0	7 0	0¼	0 3
CHELFORD.....	6 6	12 0	18 0	8 0	,,	0 6
HOLMES CHAPL.	6 6	13 0	19 6	10 0	0½	0 9
SANDBACH	7 0	14 0	21 0	11 0	,,	,,
CREWE.....	7 6	15 0	22 6	12 0	,,	1 0
CHESTER.....	13 0	26 0	39 0	19 0	0¾	1 6
WHITMORE	12 6	25 0	37 6	22 0	1	2 0
STAFFORD	14 0	28 0	42 0	22 0	,,	,,
WOLVERHAMPT.	17 6	35 0	52 6	25 6	,,	3 0
BIRMINGHAM ..	21 0	42 0	63 0	30 0	,,	,,
LONDON	66 0	127s	178s	70 0	2	7 0

Trains in conjunction with Coaches and Omnibuses to and from Macclesfield, Congleton, Knutsford, &c.

	From Manchester to Macclesfield (Chelford Station.)	From Macclesfield by coach to Chelford Station.	From Manchester to Knutsford. (Chelford Station.)	From Knutsford. by omnibus to Chelford Station.	From Manchester to Congleton. (Holmes ChapelSta.)	From C ongleton, by omnibus to HolmesChapel Station.
Week Days	7 0 a.m	7 0 a.m	6 30		9 30 a.m.	7 50 a,m.
	9 30 ..	8 & 11 a.m	9 30 ..	6 50 a,m.	6 30 p.m.	5 40 p.m.
	11 30 ..	2 15 p.m	1 45 p.m.	8 30 ..	....	....
	1 45 p.m	3 30 ..	6 30 ..	1 0 p.m.	....	....
	5 15 & 6 30	6 0 ..	....	6 20 ..	....	....
Sundays	7½ & 10a.m	7½ & 9 a.m	10 0 a.m.	7 45 a.m.	....	....
	2 & 6 15p.m	4 & 6½ p.m	6 15 p.m.	4 0 p.m.	....	....

PASSENGER FARES between Manchester, Macclesfield, Knutsford, and Congleton.

	Macclesfield. 1 cl.	Macclesfield. 2 cl.	Macclesfield. 3 cl.	Knutsford. 1 cl.	Knutsford. 2 cl.	Knutsford. 3 cl.	Congleton. 1 cl.	Congleton. 2 cl.	Congleton. 3 cl.
	s. d	s. d	s. d	s. d	s. d.	s. d	s. d	s. d.	s. d.
By Single Ticket, to & from Manchester	3 6	2 0	1 6	3 6	2 0	1 6	5 0	3 0	2 0

Passengers for WORCESTER, CHELTENHAM, GLOUCESTER, and the SOUTH-WEST,

Leaving Manchester by any of the Week-Day THROUGH TRAINS, and by the 8 45 p.m. Train on Sundays, will be able to proceed from Birmingham by the Birmingham and Gloucester Railway.

Coaches leave Cheltenham at 2 & 7 p.m. for Oxford, immediately on the arrival of the 11 15 a.m. and 4 15 p.m. Trains from Birmingham.—Fares, inside, 10s.; outside, 5s.

NORTH UNION—22 M. Sec., J. Chapman, Preston.

Preston to Liverpool, Manchester, or Wigan.

Via Parkside,

Mixed, 8 and 10 20 a.m., 1 30, 3 40, and 6 p.m.; 3 27 a.m., and 7 53 p.m., mails; 6¼ a.m. and 6¾ p.m. third class.

Sunday Trains—7¾ a.m., and 4 25 p.m., mixed; 7 53 p.m. mixed, mail; 5 p.m. third class.

Liverpool to Wigan & Preston.

Mixed 8 & 10¼ a.m., 1 30, 3 35, 6, & 7 45 p.m.; third class, 6 45 a.m., and 6 30 p.m.

Sunday Trains—8 a.m. and 7 45 p.m. mixed., 4 45 1st class, and 5 30 p.m. third class.

Manchester to Wigan or Preston. Via Parkside.

From the Victoria Station.

Mixed, 8¼ and 10½ a.m., 1 45, 3 50, 6 15, and 8 20 p.m.; third class, 6 30 a.m. and 6 30 p.m.

Sunday Trains—8¼ a.m., and 8 20 p.m. mixed; 5 p.m. 1st class mixed; 5 30 p.m. 3rd class.

* The mails being under the direction of the Post Office, can only stop at Wigan and Euxton.

From Wigan to Liverpool, Manchester, &c.

At 7, 8½, and 10 50 a.m.; 2, 4 5, 6½, 7 5, & 8 20 p.m.

On Sundays, 8 20 a.m.; 5, 6, & 8 20 p.m.

From Preston to Chorley, Bolton, and Manchester.

Via Bolton.

8 5 and 10 25 a.m. 1 35, 3 45, and 8 p.m. mixed and 3rd class.

On Sundays—8 a.m. and 8 p.m. mixed.

From Manchester to Chorley, Preston, &c.

8 15 and 11 15 a.m., 1¾, 3 50, and 6¼ p.m. mixed; 5¼ p.m. express

On Sundays—7 45 a.m. and 3 50 p.m. mixed.

From Bolton to Preston, Chorley, &c.

8 45 and 11 45 a.m. 2 15, 4 20, and 6 45 p.m. mixed and 3rd class; 5 40 p.m. express.

On Sundays—8 15 a.m. and 4 20 p.m. mixed.

Preston to Birmingham and London.

In same carriages *§10 20 a.m. and *7 53 p.m. mail, (*3 40 p.m. to Birmingham only); changing carriage *§3 27 a.m.

On Sundays the Mail only will run, namely, from Preston, 3 27 a.m. & 7 53 p.m.

London to Preston.

In private carriages only at 8¾§ a.m.; in the same carriage 10 a.m. mail, and *8¾ p.m. mail.

From Birmingham in the same carriage at *1 10 a.m. and *1 50 p.m., changing carriage at *6 and 11 15 a.m.

§ These trains will take private carriages and horse boxes, the others cannot do so.

* Second class carriages accompany these trains.

LANCASTER & PRESTON. Sec., S. E. Bolden.

Lancaster to Preston, Liverpool, & Manchester.

2 30 a.m.. mail, first class
7 0 ,, .. first & second class
7 20 ,, ... third class (slow)
9 20 ,, ... first class
12 30 p.m.. first & second class
2 30 ,, .. first & second class
6 55 ,, .. first class, mail

Preston to Lancaster.

5 25 a.m.. 1st & 2d class, mail
9 0 ,, .. third class (slow)
9 45 ,, .. first & second class
12 0 noon first class
3 45 p.m.. first & second class
5 45 ,, .. 1st & 2d class, mail
7 45 ,, .. first & second class

Manchester to Lancaster.

Victoria station.

4 0 a.m.. first class
8 15 a.m.. first & second class
10 30 a.m.. first class
1 45 p.m.. first & second class
3 50 ,, .. first & second class
6 15 ,, .. first & second class

New Bailey-street station.

8 15 a.m.. first & second class
1 45 p.m.. first & second class
3 50 ,, .. first & second class
6 15 ,, .. first & second class

Liverpool to Lancaster.

8 0 a.m.. first & second class
10 15 ,, .. first class

1 30 p.m.. first & second class
3 35 ,, .. first & second class
6 0 ,, .. first & second class

Private carriages and horses will be taken by any of the above trains.

During the summer a Coach leaves Lancaster at 1 p.m. direct for Ambleside, Keswick, and the LAKES, and returns in time for the 2 30 p.m. train from Lancaster.

Lancaster to London.—In the same carriage at 9 20 a.m., and 6 55* p.m. mail; changing carriages, 2½ a.m. mail.

London to Lancaster.—In the same carriage at 10* a.m. mail, & 8¾* p.m. mail & 2nd class; changing carriages, 6¾ & 9 a.m.

Lancaster to Birmingham.—In same car. 9 20 a.m. 1st cl. & 6 55* p.m. mail & 2nd cl.; chang. car. 2½ a.m. ml., & 2 30 p.m.

Birmingham to Lancaster.—In same car. 1 10* a.m. mail & 2nd class, & 1½ p.m. mail; changing carriages, at 6 & 11 15 a.m.

The trains marked thus * cannot take Private Carriages and Horses to or from Birmingham or London.

On Sundays the Mail & Third Class trains only will run; the Third Class at 6 50 a.m. and 4 20 p.m. from Lancaster, and 8 45 a.m. from Preston.

FARES.—To or from London, 1st cls., 51s. 6d.; 2nd cls., 37s. 6d.; To or from Birmingham, 1st. class, 28s. 6d.; 2nd. class, 20s. 6d. To or from Liverpool first class, 11s. 6d.; 2nd class 7s. 6d. To or from Manchester, via Bolton, 1st class, 11s. 6d.; 2nd class, 7s. 6d., (via Parkside, 1st class, 11s. 6d.; 2nd class, 7s. 6d. To or from Preston, 1st class, 5s. 6d. 2nd class 3s 6d., 3rd class 1 penny per mile.

Swift Packet Boats, in connexion with the Railway Trains, sail

From Lancaster to Kendal 1 p.m. From Kendal to Lanc. 8½ a.m.

The Packets from Lancaster will sail for Kendal on arrival of the Railway trns.

FARE.—Between Lancaster and Kendal, 1st Cabin 3s.; 2nd Cabin 2s.

The Packets are warmed in cold weather.

MIDLAND RAILWAY—SOUTH BRANCH (late Midland Counties).

DOWN TRAINS.

Mil.	STATIONS.	1	2	3	4	5	6	7	8	9	SUNDAYS. 1	2	3	4
		1, 2, 3Cls	1 & 2 Class	1 & 2 Class	1 & 2 Class	4 Class	1&2 Cls.	1&2 Cls.	1&2 Cls.	1 &2 Cls.	1, 2, 3 class.	1 & 2 Class	1, 2, 3 Class	1 & 2 Class
	Depart from	a.m.	a.m.	a.m.	mail a.m.	a.m.	a.m.	p.m.	p.m.	mail p.m.	a.m.	a.m.	p.m.	mail p.m.
—	**London**	..	6 15	9 0	10 30	7 0	12 0	12 30	5 30	9 0	..	7 30 & 10 0	..	9 0
—	**Birmingham**	..	8 30	10 30	..	..	1 30	4 0	5 45	..	..	..	..	..
—	Coventry	..	9 11	11 14	..	..	2 13	4 44	6 28	..	..	..	..	..
—	**Rugby**	7 0	9 45	11 45	1 30	1 40	3 20	5 30	8 50	11 45	7 30	1 0	6 0	11 45
7¾	Ullesthorpe	7 15	10 0	..	1 45	2 0	3 35	5 45	9 10	..	7 50	1 20	6 20	..
11	Broughton	7 25	10 8	..	..	2 15	3 45	..	..	..	8 0	..	6 30	..
16½	Wigston	7 35	..	..	..	2 30	4 0	..	..	..	8 12	..	6 42	..
20	Leicester	8 0	10 35	12 20	2 15	2 45	4 15	6 20	9 40	12 25	8 30	1 45	7 0	12 25
24¾	Syston	8 8	10 45	..	2 25	3 3	4 27	6 30	9 50	..	8 45	1 55	7 15	..
27¾	Sileby	8 15	10 53	..	..	3 15	4 35	6 40	..	..	8 54	..	7 24	..
30	Barrow	8 19	..	..	..	3 24	4 40	6 50	..	..	9 2	..	7 32	..
32½	Loughboro'	8 24	11 5	..	2 45	3 33	4 45	7 0	10 10	1 0	9 10	2 15	7 40	1 0
37¼	Kegworth	8 34	11 15	..	2 55	3 50	5 0	7 10	10 20	..	9 22	2 30	7 52	..
41½	Long-Eaton	8 58	11 30	..	..	4 10	5 15	7 20	..	..	9 45	..	8 15	..
44½	Beeston	9 7	11 38	..	..	4 22	5 25	7 30	..	..	9 53	..	8 23	..
47½	Nottingham, arr.	9 15	12 0	..	3 40	4 40	5 45	7 45	11 0	6 40	10 0	3 10	8 30	8 45
42½	Sawley	8 45	..	..	..	4 16	5 13	7 2	..	..	9 40	..	8 10	..
45½	Borrowash	8 50	..	..	..	4 22	5 20	7 35	..	..	9 50	..	8 20	..
46¾	Spondon	..	..	..	..	4 30	5 25	..	..	..	..	..	..	..
49¼	**Derby**	9 10	11 50	1 25	3 40	4 45	5 45	7 50	11 0	1 45	10 0	3 10	8 30	1 45
94¼	**Sheffld.** arr	11 35	2 30	3 20	5 45	8 15	8 15	..	..	3 40	..	5 45	..	3 40
122	Leeds	1 0	3 45	4 15	6 50	9 40	9 40	..	..	4 55	..	6 55	..	4 55
136¼	York	1 25	4 30	4 40	7 30	10 0	10 0	..	..	5 20	..	7 30	..	5 20
—	Newcastle	6 20	9 0	7 45	11 0	..	..	..	..	8 45	..	11 0	..	8 45
181¼	Hull	2 55	6 0	5 0	9 25	..	..	..	..	6 0	..	9 25	..	6 30
160¼	**Manchester.**	4 30	6 0	6 0	9 10	..	..	..	..	8 30	..	..	..	10 35

NOTTINGHAM TO DERBY.

Mls	STATIONS.	1	2	3	4	5	6	7	8	SUNDAYS. 1	2
		1, 2, 3 Class	1 & 2 Class	1 & 2 Class	1 & 2 Class	4th Class	1 & 2 Class	1, 2, 3 Class	1 & 2 Class	1, 2, 3 Class	1, 2, 3 Class
	Depart from	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	a.m.	p.m.
..	NOTTINGHAM	7 0	8 15	11 0	3 0	3 30	5 0	7 0	9 40	9 0	8 15
3	Beeston	7 9	8 20	11 7	3 7	3 40	5 5	7 9	..	9 9	8 24
6	Long-Eaton	7 15	..	11 15	3 15	3 50	5 15	7 18	..	9 18	8 33
8½	Sawley	7 20	..	11 20	3 20	4 10	5 22	7 26	..	9 26	8 41
11½	Borrowash	7 35	..	11 25	3 30	4 22	5 30	7 35	..	9 35	8 50
13	Spondon	..	..	11 30	..	4 30	5 35	7 40	..	9 40	8 55
15½	DERBY arrival	7 45	9 15	11 40	3 45	4 45	5 45	7 45	10 10	9 45	9 0

Third class carriages will be attached at Leicester to the Down Train No. 1, and detached at that place from the Down Train No. 2.—They will be attached to the No. 2 Train from Nottingham as far as Leicester.

Trains carrying Passengers at One Penny per Mile will start from Derby for Nottingham, Rugby, and London, at 11 40 a.m., and leave Rugby at 1 35 p.m., calling at all the Stations. On Sunday these trains will leave Rugby for Derby, &c, at 7 30 a.m., and Derby in returning at 7 0 p.m.

No. 1 and 2 will call on Wednesdays and Saturdays at Countesthorpe Gate-House.

No. 2 and 6 will set down passengers at Spondon.

No. 2 from Birmingham consists of first class carriages only, as far as Rugby.

MIDLAND RAILWAY—SOUTH BRANCH (late Midland Counties).

UP TRAINS.

Mls	STATIONS.	1	2	3	4	5	6	7	8	9	10	SUNDAYS. 1	2	3	4
		1 & 2 Cls.	1 & 2 Class	& 2 Class	1 & 4 Class	1&2 Cls	1 & 2 Class	1&2 Clss	1, 2, 3 Class	1, 2 3Cls	1 & 2 Class	1, 2, 3 Class	1&2 Class	1, 2, 3 Class	1&2 Class
	Depart from	mail. p. m.	a.m.	a.m.	a.m.	a.m.	a,m.	a.m	p.m.	p.m.	mail p.m.	mail. p.m.	p.m.	p.m.	mail. p.m.
—	**Manchester**	..	..	..	..	6 45	..	..	..	1 0	4 45	..	..	..	..
—	Hull	..	..	..	..	8 45	11 0	11 0	..	2 0	6 0	..	..	..	6 0
—	Newcastle	10 50	..	..	..	5 45	8 45	8 45	..	10 15	3 30	10 50	..	..	3 30
—	York	3 0	..	6 0	6 0	9 50	12 0	12 0	..	3 10	7 5	3 0	6 45	..	7 5
—	Leeds	3 30	..	6 30	6 30	10 15	12 30	12 30	..	4 0	7 25	3 30	7 30	3 0	7 25
—	**Sheffield**	..	..	7 30	8 30	11 25	1 20	2 0	..	5 25	8 45	..	8 50	4 25	8 45
—	**Derby**	7 10	8 30	10 0	11 40	2 0	3 15	4 40	..	8 15	11 0	7 10	12 15	7 0	11 0
2½	Spondon	..	..	..	11 50	..	..	..	..	..	..	..	..	..	..
4	Borrowash	..	8 38	..	11 58	..	..	..	..	8 25	..	..	..	7 10	..
7	Sawley	7 20	8 45	..	12 10	..	..	..	..	8 35	..	7 20	..	7 20	..
—	Nottingham	7 0	8 15	10 0	11 40	2 0	..	4 40	8 0	..	9 40	7 0	12 15	7 0	8 15
3	Beeston	..	8 20	..	11 53	..	..	..	8 10	..	..	..	..	7 10	..
6	Long Eaton	..	8 30	..	12 7	..	..	..	8 20	..	..	..	..	7 20	..
12	Kegworth	..	9 0	10 25	12 32	2 25	..	5 0	8 30	8 50	..	7 25	12 45	7 35	..
16¾	Loughbro'	7 40	9 17	10 37	12 53	2 35	..	5 15	8 45	9 2	11 30	7 40	1 0	7 47	11 30
19¼	Barrow	..	9 28	..	1 3	..	..	..	8 52	9 13	..	7 49	..	7 58	..
21½	Sileby	..	9 35	10 50	1 13	..	..	5 30	9 0	9 20	..	7 55	..	8 5	..
24½	Syston	8 0	9 43	10 58	1 30	2 50	..	5 40	9 10	9 30	11 45	8 0	1 20	8 15	11 45
29¼	Leicester	8 30	10 0	11 15	2 0	3 5	4 15	6 0	9 30	9 45	12 15	8 30	1 40	8 30	12 15
32¾	Wigston	..	10 10	..	2 10	..	..	..	9 55	9 55	..	8 40	..	8 40	..
38¼	Broughton-astley	..	10 25	..	2 35	..	..	..	10 0	10 0	..	8 50	..	8 55	..
41¾	Ullesthorp	8 50	10 35	11 45	2 50	3 27	..	6 30	10 15	10 15	12 35	9 10	2 10	9 10	12 35
49¼	**Rugby** arr.	9 15	11 0	12 15	3 20	3 50	5 0	6 50	10 30	10 30	1 5	9 30	2 30	9 30	1 5
—	Coventry	10 2	12 0	2 52	..	..	9 17	9 17	12 2	12 2	..	..	..	12 2	..
—	**Birmingham**	10 50	12 45	3 40	..	..	10 0	10 0	12 50	12 50	..	..	..	12 50	..
1	**London**	1 0	3 15	3 45	10 15	7 15	7 55	10 15	..	..	5 32	1 0	6 45	..	4 45

DERBY TO NOTTINGHAM.

Mls	STATIONS.	1	2	3	4	5	6	7	8	9	SUNDAYS 1	2
		1&2 Class	1&2 Class	1,2,3 Class	1&2 Class	1&4 Class	1&2 Class	1&2 Class	1,2,3 Class	1,2,3 Class	1,2,3 Class.	1,2,3 Class
	Depart from	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
—	DERBY	6 0	8 30	9 10	10 0	11 40	12 40	2 30	5 50	8 40	8 0	7 10
2½	Spondon	..	..	9 15	..	11 50	12 45	2 35	5 58	..	8 5	7 15
4	Borrowash	..	..	9 20	..	11 58	12 55	2 40	6 3	8 50	8 10	7 20
7	Sawley	..	..	9 28	..	12 10	1 0	2 47	6 10	8 58	8 18	7 28
9¼	Long-Eaton	..	..	9 35	..	12 20	1 5	2 53	6 15	9 3	8 23	7 33
12¾	Beeston	..	..	9 45	..	12 30	1 10	3 0	6 20	9 10	8 30	7 40
15½	NOTTINGHAM. arrival	6 40	9 15	10 0	12 0	12 40	1 25	3 15	6 35	9 25	8 45	7 55

Third Class Passengers cannot be booked to or from any of the intermediate stations by the No. 9 Train from Derby to Nottingham.

Passengers with large quantities of luggage must be at the station ten minutes before the departure of the trains.

No. 3, the Company do not guarantee passengers arriving at Rugby in time by this train, for Coventry and Birmingham.

Nos. 2 and 8 will take up passengers at Spondon

On Saturdays, a Market train consisting of first, second, & third class carriages, will leave Leicester at 5 p.m. for Wigston, Countesthorpe, Broughton, and Ullesthorpe.

No. 2 will only stop to take up passengers at Beeston and Long-Eaton.

Secretary, John Fox Bell. **MIDLAND RAILWAY**—North Branch—(late North Midland.) Res. Eng., W. H. Barlow.

DOWN TRAINS. **Derby to Leeds.**

Miles.	STATIONS.	1 & 9	2	3	4	5	6	7	8	Sundays 10	11	12
	Departure from	mail. p.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	
	LONDON	9 0	..	..	6 15	9 0	10 30	7 0	12 0	..	7½	10 ..
	BIRMINGM	12 0	..	7 0	10 30	..	1 25	2 0	3 45	..	..	.. ..
		also on Sundays. a.m.	a.m.	a.m.	p.m.	p.m.	p.m	p.m.	p.m.	a.m.	p.m.	p.m.
	DERBY	2 0	6 0	9 20	12 30	1 45	4 0	5 0	6 0	6 45	3 45	5 0
5½	Duffield, Arrival		6 9	9 30	..	..	..	5 15	..	6 54	..	5 9
7¼	Belper		6 17	9 35	12 45	..	4 13	5 23	6 20	7 2	3 58	5 17
10½	Amber Gate		6 28	9 45	12 55	..	4 23	5 36	6 30	7 13	4 8	5 28
14	Wingfield		6 40	9 57	..	..	4 30	5 50	6 40	7 25	4 19	5 40
17½	Stretton		6 50	10 4	..	..	..	6 5	..	7 36	..	5 50
20¼	Clay Cross		6 58	10 8	..	..	..	6 15	..	7 43	..	5 58
24¾	**Chesterfield**	2 40	7 8	10 20	1 30	2 25	4 45	6 31	7 10	7 53	4 42	6 8
27½	Staveley	..	7 17	10 30	..	..	..	6 45	..	8 2	..	6 17
30½	E ckington	..	7 23	10 39	1 45	..	5 0	7 0	7 25	8 8	4 56	6 23
35½	Woodhouse Mill	..	7 34	10 53	..	..	..	7 20	..	8 19	..	6 34
40	**Masbro'**	3 10	7 45	11 15	2 10	3 0	5 20	7 40	7 50	8 30	5 16	6 45
45	**SHEFFELD.**	3 40	8 25	11 35	2 30	3 20	5 45	8 15	8 15	9 10	5 45	7 0
	Departure	2 45	7 30	10 50	1 50	2 35	5 0	7 30	7 30	8 10	4 55	6 30
45	Swinton	..	8 1	11 35	2 23	..	5 35	8 10	8 10	8 50	5 34	7 1
47	Wath	..	8 8	..	2 28	..	..	8 15	8 15	8 56	..	7 8
49	Darfield	..	8 15	11 45	..	..	..	8 20	8 20	9 2	..	7 15
53¼	**Barnsley**	3 43	8 28	11 55	2 43	..	5 50	8 30	8 30	9 15	5 52	7 28
56½	Royston&Notton	..	8 39	..	..	..	..	8 38	8 38	9 26	..	7 39
60¼	**Cakenshaw**	4 5	8 49	12 10	3 0	..	6 10	8 48	8 48	9 38	6 10	7 49
63¼	**Normanton**	4 15	9 0	12 30	3 15	3 45	6 20	9 0	9 0	9 50	6 25	8 0
66¼	Methley	..	9 10	12 35	3 20	3 50	6 30	9 10	9 10	10 0	6 35	8 10
68	**Woodlesford**	..	9 15	12 40	3 24	3 55	6 35	9 15	9 15	10 5	6 40	8 15
73	**LEEDS**	4 55	9 30	1 0	3 45	4 15	6 50	9 40	9 40	10 25	6 55	8 30
		A.M.	noon.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
112	**MANCHEST**	8 30	12 10	4 30	6 0	6 0	9 10	..	..	1 30	11 15	..
142	**LIVERPOOL**	10 15	1 30	6 15	8 0	8 0	..	..	..	6 30	..	..
87	**YORK**	5 20	11 10	2 0	4 20	4 40	7 30	10 0	10 0	..	7 30	..
111	**HULL**	9 25	12 0	2 55	6 0	6 0	9 25	..	..	..	9 25	..
	NEWCASTL	8 45	3 30	6 20	9 0	7 45	11 0	..	..	..	11 0	..

COACHES.—Swinton station:—Conveyances from and to Doncaster meet Nos. 3, 5, 6, 8, & 9 Up, and 2, 3, 4, 6, 7, & 8 Down trains. Leeds sta.:—Conches fr. and to Harrowgate, Bradford, Otley, Knaresbro', Ripon, Bingley, Keighley Skipton, Settle, Kirby Lonsdale, etc. meet the various trns

MASBRO' STATION.—A Coach from Lincoln, via Retford, meets Nos. 4 down and 8 up trains, and returns immediately; and one from Lincoln, via Gainsbro' & Bawtry, meets Nos. 5 up & 3 down trains, and returns after the arrival of Nos. 8 up and 4 down trains.

Sheffield & Rotherham.

From Sheffield.

8½, 9½, 10½, & 11½ a.m, 12½, 1½, 2½, 3½, 4½, 5½, 6½, & 7½ p.m.

From Rotherham.

9, 10, & 11, a.m.; 12 noon; 1, 2, 3, 4, 5, 6, 7, and 8 p.m.

On Sundays from Sheffield at 9 & 10 a.m., 1½, 2½, 5½, 6½, and 7½ p.m.—From Rotherham 9½ a.m, 1, 2, 5, 6, 7, and 8 p.m.

On Mondays an additional train from Sheffield at 7 a.m.

FARES—From Sheffield to Rotherham, 1st class 1s, 3rd 6d.; to Brightside, 1st class 6d, 3rd, 3d; Rotherham to the Holmes, 1st class 6d, 3rd 3d; to Brightside, 1st class 8d, 3rd 4d.

Third class trains at one penny per mile:—From Leeds to London, at 6 30 a.m.; from Rugby to Leeds, at 1 40 p.m.; and from Derby at 5 p.m.—On Sundays: From Leeds to Derby, at 7 30 a.m.; and from Derby to Leeds at 6 45 a.m. and 5 p.m., calling at all the stations.

Nos. 3, 4, 6, 7, 8, & 11 are in connexion at Derby with trains from Nottingham, and 1 3, 4, 6, 7, 8, 9, and 11 with trains from Leicester, and Loughborough.

Third class passengers will be conveyedfrom London by the 7 a.m train, arriving in Leeds the same evening. Fare 17s. 2d.

First and second class carriages are attached to all the trains, and third class carriages to trains Nos. 2 and 3.

CHESTERFIELD STATION.—A Coach from Mansfield meets No. 3 down, and returns on the arrival of No. 8 up train. Passengers booked through between Mansfield, and Manchester and Sheffield.

MIDLAND RAILWAY—North Branch—(late North Midland.) Chairman, G. Hudson.

UP TRAINS. **Leeds to Derby** **Sundays.**

Distance	STATIONS.	1	2	3	4	5	6	7	8	9	10 & 14	11	12	13
	Departure from										mail			
	Newcastle	p.m. 10 50	a.m. ..	a.m. ..	a.m. ..	a.m. ..	a.m. 5 45	a.m. 8 45	a.m. ..	a.m. 10 15	p.m. 3 30	p.m. 10 50	a.m. ..	a.m. ..
	HULL	..	..	..	..	..	8 45	11 0	..	2 0	6 0	a.m.	..	..
	YORK	3 0	..	6 0	6 0	..	9 50	12 0	..	3 10	7 5	3 0	6 45	..
	Liverpool	..	..	..	..	..	..	..	..	11 45	..	..	..	..
	Manchester	..	..	..	..	6 45	..	..	..	1 0	4 45	..	..	..
Mls.		a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	a.m.	a.m.	p.m.
	LEEDS	3 30	..	6 30	6 30	10 15	..	12 30	12 30	4 0	7*25	3 30	7 30	3 0
5	Woodlesford ar.	..	..	6 35	6 35	10 25	..	12 35	12 35	4 5	7 35	..	7 34	3 4
6¾	Methley	..	..	6 40	6 40	10 30	..	12 40	12 40	4 13	7 40	..	7 43	3 13
9¾	**Normanton**	4 0	..	7 0	7 10	10 40	11 0	1 0	1 10	4 25	8 10	4 0	7 54	3 24
12¾	**Oakenshaw**	4 7	..	7 10	7 23	10 48	..	..	1 20	4 41	8 17	4 7	8 11	3 41
16¾	Royston & Ntn.	..	..	7 20	7 39	..	..	..	..	4 53	..	..	8 23	3 53
19¾	**Barnsley**	4 28	..	7 28	7 52	11 5	11 25	..	1 40	5 2	8 35	4 28	8 32	4 2
24	Darfield	..	..	7 38	8 8	..	..	..	..	5 13	..	..	8 43	4 13
26	Wath	..	..	7 43	8 17	..	..	..	..	5 18	..	..	8 48	4 18
28	Swinton	..	..	7 48	8 26	11 22	11 40	..	2 0	5 25	8 50	..	8 55	4 25
33	**Masbro'**	4 55	6 45	8 5	8 50	11 40	12 0	1 40	2 20	5 39	9 0	4 55	9 9	4 39
38	**Sheffield**	..	..	8 25	9 10	12 15	12 15	2 0	2 40	6 10	9 35	..	9 40	5 10
	Departure	..	6 30	7 30	8 30	11 25	..	1 20	2 0	5 25	8 45	..	8 50	4 25
37½	WoodhouseMill	..	7 5	8 16	9 8	..	..	..	..	5 59	..	..	9 29	4 59
42½	Eckington	..	7 20	8 27	9 25	12 0	12 20	..	2 43	6 14	..	..	9 44	5 14
45½	Staveley	..	7 28	..	9 38	..	..	..	..	6 23	..	..	9 53	5 23
48½	**Chesterfield**	5 38	7 39	8 40	9 56	12 15	12 35	2 10	3 0	6 35	9 35	5 38	10 5	5 35
52¾	Clay Cross	..	7 51	..	10 10	..	..	..	3 8	6 47	..	..	10 17	5 47
55½	Stretton	..	8 0	..	10 20	..	..	..	..	6 57	..	..	10 27	5 57
59	Wingfield	..	8 8	9 3	10 35	12 40	..	..	..	7 5	..	..	10 35	6 5
62¼	Amber Gate	..	8 17	9 12	10 50	12 48	1 10	..	3 35	7 14	..	..	10 44	6 14
65½	Belper	6 5	8 26	9 26	11 2	1 0	..	..	3 44	7 23	10 10	6 5	10 53	6 23
67¼	Duffield	..	8 33	..	11 12	..	..	..	..	7 29	..	..	10 59	6 29
73	**DERBY**	6 40	9 0	9 45	11 30	1 30	1 40	3 0	4 10	7 50	10 35	6 40	11 20	6 50
		a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m	p.m.	a.m.	a.m.	p.m.	p.m.
114	**Birmingham.**	10 20	..	12 30	2 5	3 50	3 50	6 30	6 30	10 15	12 40	10 20	..	8 40
	LONDON	1 0	..	3 45	10 15	7 15	..	7 55	10 15	..	4 45	1 0	6 45	..

Third Class trains at one penny per mile:—From Leeds to London, &c. at 6 30 a.m.; from Rugby to Leeds at 1 40 p.m.; and from Derby at 5 p.m.—On Sundays: from Leeds to Derby at 7 30 a.m., and from Derby to Leeds at 6 45 a.m. and 5 p.m., calling at all the stations.

Nos. 2, 3, 4, 5, 6, 7, 8, 9, 11, & 13, are in connexion at Derby with trains to Nottingham; to Leicester and Loughborough by all the trains except the second and seventh.

Trains leave Normanton Junction for Manchester, York, Hull, Darlington, Newcastle, & Carlisle.

Third class passengers will be conveyed from Leeds by the 6 30 a.m. train, arriving in London the same evening. Fare 17s. 2d.

First and second class carriages are attached to all the trains, and third class carriages to Nos. 2 and 9.

Carriage trucks and horse boxes are kept at all the principal stations, but to prevent disappointment it is recommended that notice be given the day previous to their being required.

Persons riding in their own carriages are charged 2nd class fare.

Amber Gate station—Matlock—omnibuses meet Nos. 3 & 8 up & 4 & 8 down, & return after the arrival of Nos. 3, 6, & 8 down and 5 & 6 up trains. Post horses and conveyances kept at the station.

COACHES, &c.—Eckington station:—A Coach from & to Boston, Sleaford, Lincoln, Newark, Ollerton, Worksop, &c. meets Nos. 5 up and 3 down trains; and returns after the arrival of the No. 8 up train. Also, one from and to Worksop, Retford, &c. meets Nos. 5 up & 3 down, and waits for Nos. 9 up and 7 down trains. Passengers are booked through from Manchester to this station, being the most economical and expeditious route to Manchester, Leeds, York, and Sheffield.

* **Runs also on Sundays.**

MIDLAND RAILWAY—West Branch—(late Birmingham and Derby.)

Mls.	UP TRAINS. STATIONS	Derby to Birmingham and London. 1	2	3	4	5	6	7 &10	Sundays. 8
	Departure from	a.m.	a.m.	noon	p.m	p.m.	p.m	mail p m	a. m.
	DERBY	8 15	10 30	12 0	2 0	4 30	8 15	10 55	8 30
6¼	Willington	8 25	..	12 15	..	4 45	8 25	..	8 40
11	**Burton**	8 35	10 50	12 25	2 20	4 55	8 35	11 18	8 50
15	Barton & Walton	8 45	11 0	12 35	..	5 5	8 45	..	9 0
17⅜	Oakley & Alrewas	8 55	11 10	12 40	2 30	5 13	8 55	..	9 10
24	**Tamworth** ..	9 10	11 30	12 55	2 50	5 30	9 15	11 55	9 28
25⅜	Wilncote & Fazly.	9 15	..	1 0	..	5 35	9 20	..	9 34
29⅜	Kingsbury.....	9 30	..	1 10	..	5 45	9 30	..	9 43
31¼	Whitacre Junc..	9 35	11 45	1 15	3 10	5 50	9 35	..	9 48
33	Forge Mills	9 40	11 50	1 20	..	5 57	9 40	..	9 55
34½	Water Orton....	9 45	..	1 25	..	6 2	..	..	10 0
37	Castle Bromwich	9 50	..	1 30	..	6 10	9 50	..	..
41¼	**Birmingham**	10 20	12 30	2 5	3 50	6 30	10 15	12 40	10 20
33¾	Coleshill.....	9 40	11 50	..	3 20	..	..	..	..
38¼	**Hampton**....	10 10	12 10	..	3 45	..	..	..	..
47½	**Coventry**...ar.	11 14	12 49	..	4 44	..	..	..	..
	LONDON....	3 15	5 15	..	8 45	..	..	..	..

Also on Sundays.

DOWN TRNS. STATIONS.	London & Birmingham to Derby. 1	2	3	4	5	6	7	Sundays. 9	10
	mail								
Departure from	a.m.	a.m.	a.m	a.m.	p.m .	a.m.	p.m	a.m.	a.m.
LONDON....	..	..	6 15	7½	8¾	..	11 0	12 30	..
Coventry....	..	..	9 55	11 55	..	..	3 12	4 40	..
Hampton....	..	..	10 30	1 21	1 21	3 45	6 0	..	..
Coleshill, arrival.	..	..	10 40	1 31	1 31	3 55	6 10	..	..
Birmingham	12 0	7 0	10 30	1 25	2 0	3 45	6 0	8 30	6 30
Castle Bromwich	..	7 10	..	..	2 15	..	6 9	..	..
Water Orton....	..	7 15	..	..	2 25	..	6 14	8 43	6 43
Forge Mills	..	7 19	10 46	..	2 31	4 2	6 18	8 48	6 48
Whitacre Junc..	..	7 25	10 50	1 45	2 40	4 10	6 23	8 53	6 53
Kingsbury	..	7 30	..	..	2 45	..	6 30	9 0	7 0
Wilncote & Fazly.	..	7 40	..	..	2 57	4 23	6 40	9 10	7 10
Tamworth ..	12 48	7 45	11 10	2 0	3 5	4 30	6 45	9 15	7 15
Oakley & Alrewas	..	8 0	11 25	2 15	3 30	4 45	7 0	9 30	7 30
Barton & Walton	..	8 10	11 35	2 25	3 40	4 52	7 10	9 40	7 40
Burton	1 20	8 20	11 45	2 35	3 56	5 0	7 20	9 50	7 50
Willington.....	..	8 35	11 58	..	4 10	..	7 33	10 3	8 3
DERBY arrivl.	1 45	9 0	12 15	3 5	4 45	5 40	8 0	10 20	8 20

Also on Sundays.

Additional Sunday Trains from Derby, to Birmingham, at 6 50 and 10 55 p.m.

Trains carrying Passengers at 1d. per mile leave Derby for Birmingham at 12 p.m., and from Birmingham to Derby at 2 p.m.; on Sundays, from Birmingham at 8 30 a.m., and 6 30 p.m.; from Derby at 8 30 a.m., and 6 50 p.m. calling at all the stations.

First and second class carriages with all trains; third class carriages with Nos. 2, 7, 9, & 10 down, and 1, 5, 6, 8, and 9, up trains.

Burton & Tamworth to London—First class passengers booked by trains Nos. 1, 2, & 4; 2nd class by Nos. 1 & 2.

An Omnibus to Matlock leaves the Amber Gate station (Sunday excepted) on the arrival of the trains leaving Birmingham, at 7 and 10 30 a.m, 1 30 & 3 45 p.m, & arrives there from Matlock in time for the trains which reach Birmingham, at 12 30, 4, & 6 30 p.m.

A coach leaves Lichfield every morning (except Sunday) at 8 o'clock, and arrives at the Tamworth station in time for the 1st train from Derby, which reaches Birmingham at 10 20 a.m., and London at 2 45 p.m., and returns to Lichfield, from Tamworth station, every day on the arrival of the trains leaving London at 8 and 8 45 a.m., and Birmingham at 1 30 p.m.

The Potter Coach leaves the Globe Hotel, Newcastle-under-Lyme, every morning (Sunday excepted) at 7 o'clock, passing through Stoke, Longton, Uttoxeter, Sudbury, Tutbury, and arriving at the station, Burton-upon-Trent, at 11½ a.m. in time for trains as follow:—

To Derby, Nottingham, Leicester, Sheffield, York, Hull, Darlington, Newcastle-on-Tyne, and London, at 11¾ a.m. To Birmingham and the South, at 12¾ p.m.

The same Coach returns from Burton station, at 5 p.m., on the arrival of the 4 30 p.m. train from Derby, the 11 a.m. train from London, and the 3 45 p.m. train from Birmingham.

Secretary, John Adamson, Newcastle-on-Tyne. **NEWCASTLE AND CARLISLE—60 Mls.** Engineer, Peter Tate.

Going West 1	2	3	4	5	6	Sunday	Fares.
Trains from	a.m.	noon.	p.m	p.m	p.m.	a.m.	p.m	s. d.	s. d.
Newcastle	7 0	10 0	12 0	2 30	5 0	8 25	9 45	5 0	
Gateshead	..	9 50	..	2 20	..	8 15	..	..	
Blaydon....	7 15	10 15	12 15	2 45	5 15	8 37	..	1 0	0 6
Stocksfield	7 45	10 45	12 46	3 15	5 48	9 3	10 30	5 45	2 6	1 10
Hexham....	8 13	11 13	1 18	3 43	6 18	9 30	10 58	6 13	3 10	2 6
Haydon Bdg.	8 38	11 38	1 45	4 8	6 45	9 55	11 23	6 38	5 3	4 0
Haltwhistle	9 5	12 5	..	4 35	7 15	10 18	11 50	7 5	6 10	5 4
Rose Hill ..	9 20	12 20	..	4 50	7 30	10 33	12 5	7 20	8 0	6 0
Milton	9 45	12 45	..	5 15	8 0	10 55	12 30	7 45	9 0	7 0
Carlisle..	10 15	1 15	..	5 45	8 30	11 25	1 0	8 15	11 0	8 6

Going East 1	2	3	4	5	6	Sundays
Trains leave	a.m.	a.m	a.m.	a.m.	p.m.	p.m	a.m.	p.m
Carlisle ..	5 0	..	9 0	12 5	4 0	7 0	9 0	5 0
Milton.....	5 35	..	9 35	12 30	4 35	7 30	9 35	5 35
Rose Hill ..	5 55	..	9 55	12 45	4 55	7 47	9 55	5 55
Haltwhistle	6 10	..	10 10	1 0	5 10	8 3	10 10	6 10
Haydon Bridg	6 35	..	10 35	1 25	5 35	8 30	10 35	6 35
Hexham	7 0	8 45	11 0	1 48	6 0	8 53	11 0	7 0
Stocksfield ..	7 25	9 15	11 25	2 10	6 25	9 15	11 25	7 25
Blaydon	8 0	9 43	12 0	2 40	7 0	9 45	12 0	8 0
Gateshead	8 25	..	.	3 0	7 25	10 10	..	..
Newcastle	8 15	10 5	12 15	2 55	7 15	10 0	12 15	8 15

Nos. 2 west, and 4 east are mail trains; and on Sundays, the 9 45 a.m. west, and 9 a.m. east are mails
On Saturdays, Milton to Carlisle at 8½, a.m.; Newcastle to Blaydon at 4 and 6 30 p.m.
No. 4 going east will not call at Scotby, How Mill, or Low Row.

YORK AND NORTH MIDLAND.—27 Miles in length.

UP. Departure from	1	2	3	4	5	6	7	Exprs. 8	9	10	11
	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m	p.m	p.m	p.m
York to Leeds	..	..	7*30	9 50	10 30	Ex-	12 40	3 10	4 0	..	7 10
„ Selby & Hull	..	..	7*30	9 50	..	prs.	12 40	3 10	4 0	..	7 10
„ Manchester	3 0	6*	0 7 30	9 50	..	12 0	..	3 10	..	7 5	..
„ Derby	3 0	6 0	..	9 50	..	12 0	..	3 10	..	7 5	..
„ Birmingham	3 0	6 0	..	9 50	..	12 0	..	..	..	7 5	..
„ London....	3 0	6 0	..	9 50	..	12 0	..	..	..	7 5	..
Arrival at											
Bolton Percy	..	6 15	7 50	10 5	..	..	12 55	3 25	..	..	7 25
Sherburn	..	6 30	8 5	10 25	..	..	1 15	3 40	..	..	7 40
Burton Salmn	..	6 40	8 20	10 40	..	..	1 30	4 0	..	..	7 55
CASTLEFRD	..	6 45	8 30	10 50	..	12 40	1 45	4 10	..	7 50	8 5
SELBY	..	..	8 30	11 0	..	..	1 50	4 10	4 45	..	8 0
NORMANTN	4 1	7 10	8 45	11 0	..	1 0	..	4 20	..	8 5	..
LEEDS	..	..	9 0	11 20	11 30	..	2 10	4 45	5 0	..	8 35
Hull Arrival	..	..	9 45	12 0	..	..	2 55	5 35	6 0	..	9 25
Derby .. do.	6 40	9 45	..	1 40	..	3 0	..	7 50	..	10 35	..
Manchestr do.	8 30	11 0	12 19	1 30	..	4 30	..	8 0	..	10 15	..
Birmingh. do.	10 20	12 30	..	3 50	..	6 30	..	..	..	12 40	..
London.. do.	1 0	3 45	..	7 15	..	7 55	..	..	..	4 45	..

SUNDAYS.—From York, 3 a.m. mail, to Derby & London; 6 45 a.m to Derby, Sheffield, Birmingham, Leicester, & London; 7 30 a.m. to Leeds, Selby, and Manchester; 7 5 p.m. to Sheffield, Derby, Birmingham, Leicester, London, and Manchester; and 7 10 p.m. to Leeds, Selby, & Hull.

By the 6 a.m. train from York, 3rd class passengers arrive at Derby at 11½ a.m., and at London at 10 p.m.

DOWN. Departure from	1	2	3	4	5	6	7	8	9	10
	a.m.	a.m.	a.m.	a.m. exprs	p.m	p.m	p.m	p.m	p.m	p.m
Leeds to York.	4 0	7*20	9 40	10 25	..	12 30	3 0	3 50	7 0	..
Selby to York.	..	7*45	10 5	..	12 19	..	3 20	..	7 20	..
Arrival at										
Castleford	4 20	7 45	10 5	..	..	1 5	3 25	..	7 25	..
Burton Salmon	..	8 0	10 20	..	..	1 20	3 40	..	7 40	..
Sherburn	..	8 15	10 35	..	12 30	1 35	4 0	..	8 55	..
Bolton Percy ..	..	8 30	10 50	..	12 45	1 50	4 15	..	8 15	..
York	5 20	9 0	11 10	11 25	1 0	2 0	4 30	4 50	8 30	..
Departure from								Exp		
Normantn to York	4 25	7*35	9 50	..	12 35	..	3 20	3 45	6 25	9 0
Castleford, ar..	4 35	7 45	10 5	..	12 55	..	3 50	..	6 40	9 15
Burton Salmon	..	8 0	10 20	..	1 20	..	..	..	6 50	..
Bolton Percy..	..	8 30	10 50	..	1 50	..	..	..	7 15	..
York	5 20	9 0	11 10	..	2 0	..	4 20	4 40	7 30	10 0
Darlington ..	7 20	11 30	1 30	..	4 20	4 20	7 10	6 30	9 30	..
Newcastle....	8 45	1 30	3 30	..	6 20	6 20	9 0	7 45	11 0	..
Carlisle	1 15	5 45	..	..	11 25	11 25	..	11 25	..	..
From Leeds to Selby & Hull.	4 0	7 20	9 40	12 30	3 0	3 35	7 0	..	..	..

SUNDAYS.—From Leeds, 4 a.m. mail, to Selby & Hull; 7 20 am. to York & Selby; & 7 p.m. to York, Selby & Hull, From Selby 7 45 a.m. to Leeds, York, and Manchester; 7 20 p.m. to Leeds, York, and London, Mail.

*Trains marked thus * are third class closed, at 1d. per mile.

Sec., H. Parker, Darlington. **GREAT NORTH OF ENGLAND.** Engr., J. Stephenson.

Miles	UP TRAINS.	Newcastle to London. 1	2	3	4	5	6	7
	Departure from	a.m.	a.m.	a.m.	a.m.	pm.	pm.	p.m.
—	**Carlisle**	..	5 0	..	9 0	mail	..	7 0
		*	exprs					
—	**Newcastle**	5 45	8 45	10 15	1 0	3 30	6 0	10 50
—	**Darlington**	7 30	10 5	12 15	2 50	5 7	50	12 48
4	Croft	7 40	..	12 30	3 0	..	8 0	..
8	Cowton	7 50	10 29	12 40	3 10	5 25	8 10	..
15	**Northalert**	8 5	10 43	12 55	3 25	5 40	8 25	..
19	Otterington ..	8 13	..	1 3	3 33	..	8 33	..
23	**Thirsk**	8 25	10 57	1 15	3 45	6 0	8 45	..
27	Sessay	8 38	..	1 28	3 58	..	8 58	..
32	Raskelf	8 51	..	1 41	4 11	..	9 11	..
34	**Alne**	8 55	..	1 45	4 15	6 28	9 15	..
35	Tollerton.....	9 0	..	1 50	4 20	..	9 20	..
39	Shipton	9 11	..	2 1	4 31	..	9 31	a.m.
45	**York** arrival	9 30	11 40	2 20	4 50	6 50	9 50	2 48
69	Normantn do	11 0	1 0	4 20	..	8 5	..	4 1
75	Leeds.... do.	11 20	2 10	4 45	..	8 35	..	..
92	Hull..... do.	12 0	2 55	5 35	..	9 25	..	9 25
120	Manchestr do.	1 30	4 30	8 0	..	10 15	..	8 30
151	Liverpool..do.	3 15	6 15	10 0	..	..	..	..
97	Sheffield ..do.	12 15	2 0	6 10	..	9 35	..	..
131	**Derby** ..do.	1 40	3 0	7 50	..	10 35	..	6 40
161	Leicester ..do.	3 5	6 0	..	..	12 15	..	8 30
171	Birmingham do	3 50	6 30	10 15	..	12 40	..	10 20
283	**London** do.	7 15	7 55	..	..	4 45	..	1 0

Miles	DOWN TRAINS.	London to Newcastle. 1	2	3	4	5	6	7	8
	Depart from	p.m.	a.m	a.m.	a.m.	a.m.	a.m.	a.m.	mail
—	**London**	9 0		..	..	..	6 15	9 0	10 30
—	Birmingham	12 0		..	..	7 0	10 30	..	1 25
—	Leicester	12 20		..	..	8 0	10 35	12 20	2 15
—	**Derby**.....	2 0		..	6 0	9 20	12 30	1 45	4 0
—	Sheffield.....	2 45		..	7 30	10 50	1 50	2 35	5 0
—	Liverpool	..		..	..	8 0	11 45	..	2 0
—	Manchester	..		..	6 45	10 15	1 0	..	3 30
—	Hull	..		6 30	8 45	11 0	2 0	..	4 0
—	Leeds	4 0		7 20	9 40	12 30	..	3 50	..
—	Normanton	4 25		7 35	9 50	12 35	3 20	3 45	6 25
—	**York**	5 40	5 0	9 30	11 30	2 15	5 10	5 0	7 50
6	Shipton	..	5 17	9 47	..	2 32	5 27	..	..
10	Tollerton	..	5 27	9 57	..	2 42	5 37	..	..
11	**Alne**.....	6 10	5 30	10 0	12 0	2 45	5 40	..	8 5
13	Raskelf	..	5 35	10 5	..	2 50	5 45	..	..
18	Sessay	..	5 47	10 17	12 17	3 2	5 57	..	..
32	**Thirsk**	6 25	6 0	10 30	12 30	3 15	6 10	5 42	8 40
26	Otterington	..	6 10	10 40	..	3 25	6 20	..	..
30	**Northallertn**	6 38	6 20	10 50	12 50	3 35	6 30	5 58	8 57
37	Cowton	7 0	6 40	11 9	1 9	3 45	6 49	6 14	9 13
41	Croft	..	6 50	11 20	1 20	3 55	7 0	..	..
45	**Darlington**ar	7 20	8 30	11 30	1 30	4 20	7 10	6 30	9 30
	Newcastle ar	8 45	10 20	1 30	3 30	6 20	9 0	7 45	11 0
	Carlisle.....	1 15	..	5 45	..	11 25	..	11 25	..

This Train runs on alternate Mondays only.

Fares from Darlington

	1 Class.	2 Class.	3 Class
York.... to	£0 13 0	£0 9 0	6s 0d
London ..3 6 6	£2 7 0	£1 15 0	9s 0d
Birmingm2 6 6	£2 7 0	£1 15 0	9s 0d
Leeds .. 1 12 6	£1 18 0	£1 10 0	6s 0d
Manchestr.1 10 0	£1 2 0	£0 16 0	6s 0d
Hull..... 1 1 6	£0 16 0	£0 10 6	6s 0d

ON SUNDAYS—From Darlington to York at 12 48 a.m. and 5 5 p.m. mails. From York to Darlington at 5 40 a.m. and 7 50 p.m.
* Third class trains at 1d. per mile.

The Trains between the Gateshead, Shields, and Wearmouth Stations, start as follow:—

At 5½, 8, 8¾, 10, and 11 a.m.; 12 noon; 1, 2, 3, 4, 5, 6, 7¼, 8¼, and 9 p.m. **On Sundays**—8¼ and 10 a.m.; 1, 2, 5, 7, and 9, pm..
SPRINGWELL and JARROW TRAINS.—At 8 and 10 a.m., 12 noon, 2 and 8¼ p.m.—ON SATURDAYS—At 8 and 10 a.m., 12 noon, 2, 5, and 8¼ p.m.—ON SUNDAYS—At 10 a.m., and 1, 5, and 9 p.m.
Trains leave Sunderland and Shields on Tuesday Mornings ½ before 5 o'clock, and Durham at 4 o'clock, calling at all the intermediate stations, arriving at Newcastle in time for the Cattle Market.

Scarborough Branch.

FROM YORK, 6 25 a.m. mail; 9 15 a.m., 12 15 and 6 p.m. On SUNDAYS at 6 25 a.m.
FROM SCARBOROUGH, at 9 15 a.m.; 12 15, 4 mail, and 6 p.m. On SUNDAYS at 4 p.m.; on MONDAYS at 6 a.m.

Secretary, John Close, York. **NEWCASTLE AND DARLINGTON.** Mang. J. Allport. Eng., T. E. Harrison

Up Trains.	1	2	exprs.	4	5	6	7	8
	a.m.	a.m.	a.m.	a.m.	a.m.	noon.	p.m.	p.m.
Carlisle	..	..	5 0	..	..	12 5	..	7 0
Newcastle	5 45	8 0	8 45	10 15	1 0	3 30	6 0	10 50
Sunderland	5 45	8 0	8 0	10 0	1 0	3 30	6 0	..
Shields	5 45	8 0	8 0	10 0	1 0	3 30	6 0	..
Brockley Whins, ar.	6 5	8 18	..	10 35	1 18	3 48	6 18	..
Boldon	6 8	8 21	..	10 40	1 21	..	6 21	..
Washington	6 15	8 28	..	10 47	1 28	..	6 28	..
Pensher	6 19	8 32	..	10 51	1 32	..	6 32	..
Fence Houses	6 22	8 37	..	10 56	1 37	4 8	6 37	..
Leamside	6 27	8 45	..	11 4	1 45	..	6 45	..
Belmont	6 30	8 50	..	11 10	1 50	4 20	6 50	11 35
Durham departure	6 20	8 40	8 40	11 0	1 40	4 15	6 40	11 25
„ Arrival	6 45	9 0	..	11 20	2 0	4 25	7 0	11 45
Sherburn	6 41	8 56	..	11 16	1 56	..	6 56	..
Shincliffe..	6 47	9 2	..	11 23	2 2	..	7 2	..
Ferry Hill	6 57	9 14	..	11 45	2 14	4 35	7 14	..
Bradbury	7 5	9 28	..	11 52	2 23	..	7 23	..
Aycliffe	7 17	9 37	..	12 5	2 37	..	7 37	a.m.
Darlington	7 30	9 50	10 5	12 15	2 50	5 5	7 50	12 48
York	9 30	..	11 40	2 20	4 50	6 50	9 50	2 48
London	7 15	..	7 55	..	..	4 45	..	1 0

Down Trains.	1	2	3	4	5	6	exprs.	8
	p.m.	a.m.	a.m.	p.m.	p.m	a.m.	a.m.	a.m.
London.....	9 0	*	..	..	..	6 15	9 0	10 30
York.....	5 40	..	9 30	11 30	2 15	5 10	5 0	7 50
Darlington ..	7 20	8 30	11 30	1 30	4 20	7 10	6 30	9 30
Aycliffe	..	8 42	11 40	...	4 30	7 20	..	..
Bradbury	..	8 56	11 55	2 1	4 45	7 30	..	..
Ferry Hill	7 45	9 6	12 5	2 9	4 55	7 40	..	..
Shincliffe	..	9 14	12 18	..	5 8	7 50	..	..
Sherburn	..	9 23	12 24	..	5 14	7 56	..	..
Belmont	8 0	9 28	12 30	2 30	5 20	8 0	..	10 15
Durham depart	7 50	9 20	12 25	2 20	5 10	7 50	..	10 5
„ Arrival	8 10	9 40	12 40	2 40	5 30	8 10	7 15	10 25
Leamside	..	9 32	12 34	...	5 24	8 4	..	..
Fence Houses ..	8 10	9 37	12 40	2 40	5 30	8 8	..	10 25
Pensher	..	9 42	12 44	..	5 34	8 12	..	..
Washington	..	9 46	12 50	..	5 40	8 18	..	..
Boldon	..	9 59	1 0	...	5 50	8 25	..	..
Brockley Whins	8 28	10 4	1 5	3 0	6 0	8 35	..	..
Newcastle, ar	8 45	10 20	1 30	3 30	6 20	9 0	7 45	11 0
Sunderland	8 45	10 35	1 35	3 35	6 35	8 50	7 50	..
Shields	8 45	10 35	1 35	3 35	6 35	8 50	7 50	..
Carlisle	1 15	..	5 45	..	11 25	..	11 25	..

On Sundays, from Newcastle to Durham and Darlington at 3 30 and 10 50 p.m.; to Durham only at 10a.m. & 7 p.m.
From Sunderland and Shields to Durham & Darlington, at 3 30 p.m.; at 10 a.m., and 7 p.m., to Durham only. From Darlington to Durham and Newcastle, at 7 20 a.m. and 9 30 p.m. Trains also leave Belmont at 9 33 a.m. and 6 33 p.m.; and Durham at 9½ a.m. & 6 30 p.m. for Newcastle, Sunderland & Shields. * A train leaves York on alternate Mondays at 5 a.m. in connexion with this train.

Sec., W. Dawson, Hartlepool. **STOCKTON & HARTLEPOOL, & CLARENCE.** Manager, R. Robinson

From STOCKTON to Seaton and Hartlepool, 8 30, and 10 30 a.m. mail; 12 50, 3 20, 5 20, & 7 30 p.m,
„ to Ferry-hill, Durham, Sunderland, Shields, and Newcastle, 6 50, 8 15 and 10 45 a.m.; 1 25, 3 20 and 6 10 p.m.
From HARTLEPOOL, SEATON, and STOCKTON, to Ferry-hill, Durham, Sunderland, Shields, and Newcastle, 7 50 and 10 10 a.m.; 1, 3, & 5 50 p.m.
„ „ „ to Darlington, via Ferry-hill, 7 50 and 10 10 a.m.; 1, 3, and 5 50 p.m.
On SUNDAYS—From Stockton to Hartlepool, 9 15 a.m., and 1 45 p.m. From Hartlepool to Stockton, 1 and 7.30 p.m
Newcastle, to Stockton, Seaton, and Hartlepool, 8 and 10 15 a.m.; 1 and 3½ p.m., (6 p.m. to Stockton only.)
Sunderland and Shields, to Stockton, Seaton, and Hartlepool, 8 and 10 a.m., 1 & 3½ p.m., (6 p.m. to Stockton only.)
Durham to Stockton, Seaton, and Hartlepool, 8 40 and 11 a.m.; 1 40, and 4 15 p.m., (6 40 p.m. to Stockton only.)
Darlington to Seaton and Hartlepool, via Ferry-hill, 11 30 a.m. and 1 45 p.m.
Trains leave Coxhoe for Stockton and Hartlepool, at 9 12 a.m., and 4 20 p.m.; also a market train to Stockton every fortnight Wednesday at 8 a.m.

Sec.. Michael Coxon, Sunderland. **DURHAM & SUNDERLAND.** Engr., J. Blenkinsop.

Sunderland to Durham—8 45 & 10 a.m., 1 50, 3, & 6 p.m. Durham to Sunderland, 8, and 10 45 a.m., 12 45, 3 45, and 5 45 p.m. Sunderland to Hartlepool, 8 45 & 11 30 a.m., 1 50 & 4 50 p.m. Hartlepool to Sunderland, 8 45 & 11 45 a.m., 2 and 5 p.m.; to Durham, 8 45 a.m., 2 & 5 p.m. Durham to Hartlepool, 8 a.m., 12 45 and 3 45 p.m.
Fares.—Sunderland to Hartlepool..... 1st Class.... 2s. 9d. 2nd Class.... 2s. 3d. 3rd Class.... 1s. 6d.
„ Durham..... 1s. 6d. ..... 1s. 3d. .....

Secretary, John Jellicorse, Manchester. **MANCHESTER AND LEEDS.** Engineer, John Hawkshaw, Manchester.

Mi.	Manchester to Leeds.	1 1,2,3 clss.	2 1,2,3 clss.	3 1,2,3 class.	4 Ex-press	5 1 & 2 class.	6 Mail.	7 Fast	8 1&2 clss.	9 1&2 class.	10 Ex-press	11 1&2 clss.	12 1,2,3 class.	Sundays. 1	2	3	4	5	Fares. 1 Cl.	2 Cl.	3 Cl.	4 Cl.
	Depart from	a.m	a.m	a.m.	a.m.	a.m.	a.m.	p.m	p.m	p.m	p.m.	p.m	p.m.	a.m.	a.m.	p.m.	p.m	p.m	s. d.	s. d.	s. d.	s. d.
	Hunt's Bnk		6 45	..	9 0	9 10	10 15	1 0	3 30	4 45	6 0	6 10	7 45	8 0	10 15	1 30	..	7 30	..	..	..	..
1	Miles Platting J.		6 48	..	..	9 13	..	..	..	..	..	..	7 47	8 3	10 18	1 33	..	7 32	0 6	..	0 3	..
5	**Middleton**		7 2	..	..	9 30	..	1 17	3 46	5 0	..	6 25	8 4	8 20	10 30	1 50	..	7 49	1 0	0 9	0 6	0 6
..	**Oldham**, Dep.		6 50	..	..	9 0	..	1 0	3 30	4 30	..	6 0	7 10	8 10	10 20	1 30	..	..	1 6	1 0	0 6	0 7
9	Blue Pits		7 14	..	..	9 46	10 40	..	4 8	5 15	..	6 40	8 16	8 38	10 40	2 4	..	8 0	2 0	1 6	1 0	0 8
..	**Heywood** a d	From Todmorden every Wednesday, at 5¼ a.m.	7 30	..	..	10 0	10 55	..	4 23	5 30	..	7 10	8 30	8 55	10 55	2 20	..	8 15	2 0	1 6	1 0	0 10
			7 0	..	..	9 20	10 20	..	3 50	5 0	..	..	8 0	8 23	10 20	1 49	..	7 40	2 0	1 6	1 0	0 10
11	**Rochdale** ..		7 20	..	9 22	9 55	10 47	1 32	4 14	5 22	6 22	6 48	8 23	8 48	10 47	2 12	..	8 8	2 0	1 6	1 0	0 10
14	Littleborough..		7 28	..	..	10 5	..	..	4 22	..	..	6 53	8 33	8 56	..	2 22	..	8 18	3 0	2 0	1 6	1 1
20	**Todmorden**		7 47	..	..	10 25	11 7	1 52	4 42	5 42	..	7 10	8 53	9 13	11 7	2 40	..	8 38	4 0	3 6	2 0	1 7
21	Eastwood		7 50	..	..	10 30	..	..	4 47	..	..	..	..	9 17	..	2 44	..	8 42	4 6	4 0	2 6	1 9
24	Hebden Bridge		8 0	9 0	..	10 40	..	2 5	4 58	5 55	..	7 25	9 6	9 33	..	2 56	..	8 51	5 0	4 0	2 6	1 11
26	Luddenden foot		8 7	9 6	..	10 50	..	..	5 4	..	..	..	9 12	9 39	..	3 5	..	8 57	5 6	4 6	3 0	2 2
28	Sowerby Bridge	5 45	8 12	9 12	..	11 0	11 33	2 15	5 12	6 8	..	7 39	9 16	9 47	11 33	3 12	..	9 1	6 0	5 0	3 6	2 4
	Halifax dep.	5 45	8 15	9 12	9 50	10 58	11 28	2 10	5 12	6 5	6 50	7 30	9 15	9 47	11 20	3 30	5 0	9 0	7 0	5 6	3 6	2 10
31	**Elland**.....	5 54	8 20	9 21	10 0	11 7	11 38	2 23	5 21	6 13	7 0	7 45	9 24	9 57	11 38	3 21	5 9	9 9	6 6	5 6	3 6	2 7
34	**Brighouse**	6 4	8 35	9 33	10 7	11 15	11 46	2 33	5 29	6 21	7 7	7 53	9 36	10 5	11 46	..	5 21	9 21	7 0	5 6	3 6	2 10
36	**CooperBdg.**	6 15	8 44	9 39	10 14	11 25	11 55	2 42	5 37	6 30	7 14	8 2	9 44	10 13	11 55	..	5 29	9 29	7 6	6 0	4 0	3 0
38	Mirfield	6 21	8 50	9 48	..	..	..	..	5 42	..	..	8 8	..	10 19	..	..	5 35	9 35	8 0	6 6	4 3	3 1
41	Dewsbury	6 27	8 56	9 54	..	11 35	..	2 52	5 47	6 40	..	8 12	9 55	10 25	..	..	5 40	9 40	8 6	7 0	4 6	3 5
44	Horbury	6 39	9 6	10 6	..	11 45	..	..	5 53	..	..	8 20	..	10 36	..	..	5 52	9 52	9 0	7 6	5 6	3 7
48	**Wakefield**..	6 51	9 17	10 17	10 32	12 0	12 18	3 5	6 5	6 53	7 32	8 30	10 19	10 50	12 18	..	6 4	10 4	10 0	8 0	6 0	3 11
51	**Normanton**	7 0	9 27	10 25	10 40	12 15	12 31	3 15	6 20	7 10	7 40	8 40	10 34	11 8	12 30	..	6 19	10 23	11 0	8 6	6 0	4 3
60	**Leeds** arrival	7 25	9 50	10 45	11 0	12 40	1 1	3 35	6 45	7 30	8 0	9 0	10 11	11 30	1 3	..	6 45	10 45	13 0	10 0	7 0	5 1

Fourth Class, at 1d. per Mile. To Leeds from Manchester at 6 45 a.m., but will take up no passengers after passing Sowerby Bridge; from Halifax & Sowerby Bridge at 5 45 a.m., stopping. On Sundays from Manchester to Leeds at 8 a.m. stopping.

No. 1 meets trains at Normanton for Sheffield, Barnsley, Chesterfield, Derby, Birmingham, London, York, Selby, Hull, Darlington, and Newcastle. No. 2 meets trains at Normanton for Sheffield, Barnsley, Chesterfield, Derby, Doncaster, Birmingham, Nottingham, Leicester, and London. No. 3 meets trains at Normanton for Sheffield, Barnsley, Chesterfield, and Derby.

Nos. 4 and 10 Express in two hours, with first class passengers only. [London, York, Hull, and Newcastle.

No. 5 from Liverpool; meets trains at Normanton for Sheffield, Barnsley, Chesterfield, Derby, Birmingham, Nottingham, Leicester,

No. 6 (Mail) from Liverpool; meets trains at Normanton for Sheffield, Barnsley, Chesterfield, Mansfield, Derby, Birmingham, Nottingham, Leicester, London, Lincoln, York, Selby, Hull, Darlington and Newcastle. No. 7 from Liverpool; meets trains at Normanton for Sheffield, Barnsley, Leicester, Nottingham, Derby, York, Hull, and Newcastle.—No. 8 from Liverpool; meets trns. at Normanton for York, Selby, Hull, Newcastle, and Darlington.

No. 9 from Liverpool; meets the London Mail at Normanton for York, Hull, Sheffield, Barnsley, Chesterfield, Swinton, Derby, Birmingham, Leicester and London; also stopping at Mirfield station on Tuesdays, for the convenience of parties attending the Huddersfield market.—No. 11 from Liverpool; meets trains to York.—No. 12 from Liverpool.

SUNDAYS.—No. 2 (Mail) from Liverpool; meets trains at Normanton for Sheffield, Barnsley, Chesterfield, Derby. Birmingham, Selby, Hull, and London. No. 4 meets trains to Hull, York, Sheffield, Barnsley, Chesterfield, Derby, Birmingham, and London.

Fares by Express Train—From Manchester to Rochdale 2s. 6d.; to Halifax 8s.; to Brighouse 8s.; to Wakefield 11s.; to Leeds 14s.

Superintendent, J. M. Laws, R.N. **MANCHESTER AND LEEDS.** Chairman, H. Houldsworth.

Miles.	Leeds to Manchester.	1 1 & 2 class	2 1 & 2 class	3 1, 2, 3 class	4 Ex. press.	5 1 & 2 class.	6 Mail.	7 1 & 2 class	8 1,2,3 class	9	10 1 & 2 class	11 Ex-press	12 1,2,3 class	13 1 & 2 class	Sundays. 1	2	3	4	Fares. 1st Cls.	2nd Cls.	3rd Cls.	4th Cls.
	Depart from	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m	p.m	p.m.	p.m.	p.m	p.m	p.m.	a m.	a.m.	p.m	p.m.	s. d.	s. d.	s d	s. d.
	Leeds	5 40	..	7 30	9 0	9 10	10 40	..	1 15	3 30	4 30	6 0	6 10	7 45	7 0	10 40	..	7 45	13 0	10 0	7 0	..
9	**Normanton**	6 0	..	7 54	9 18	9 34	11 12	..	1 35	3 50	4 55	6 18	6 30	8 15	7 26	11 6	..	8 11	..	..	..	..
13	**Wakefield** ..	6 8	..	8 6	9 26	9 46	11 22	..	1 45	4 5	5 10	6 26	6 42	8 20	7 44	11 22	..	8 29	3 0	2 0	1 0	1 2
17	Horbury.....	..	..	8 17	..	10 0	..	..	2 0	..	5 20	..	6 54	..	7 59	..	..	8 44	3 6	2 0	1 0	1 6
20	Dewsbury	6 25	..	8 28	..	10 10	..	..	2 9	4 18	5 28	..	7 4	8 33	8 11	..	..	8 56	3 6	2 0	1 0	1 9
22	Mirfield	6 32	..	8 35	..	..	..	..	2 15	..	5 35	..	7 10	..	8 18	..	..	9 3	4 0	2 9	1 6	2 0
24	**CooperBdge.**	6 40	..	8 42	9 45	10 20	11 46	..	2 24	4 26	5 45	6 48	7 16	8 41	8 26	11 46	..	9 11	5 6	4 0	2 6	2 1
26	**Brighouse** ..	6 50	8 14	8 52	9 59	10 28	11 57	..	2 34	4 32	6 0	6 52	7 26	8 47	8 36	11 57	..	9 21	5 6	4 0	2 6	2 2
29	**Elland**.... arr.	7 0	8 24	9 3	9 57	10 38	12 9	..	2 45	4 38	6 15	7 0	7 34	8 53	8 47	12 9	7 9	9 32	6 6	5 0	2 9	2 3
	Halifax .. dep.	6 51	8 15	9 0	9 50	10 29	12 0	..	2 36	4 29	6 5	6 50	7 30	8 44	8 38	12 0	7 0	9 15	6 6	5 0	3 0	2 8
32	Sowerby Bridge	7 9	8 30	9 15	..	10 48	12 16	..	2 51	4 45	6 25	..	7 42	9 0	8 57	12 16	7 15	9 42	7 0	5 0	3 0	2 9
34	Luddenden Foot	..	8 35	9 23	..	..	..	..	3 0	..	6 32	..	7 50	..	9 4	..	7 20	9 49	7 6	6 0	4 6	2 11
37	Hebden Bridge..	7 18	8 43	9 30	..	11 0	12 32	..	3 11	4 59	6 42	..	8 2	9 14	9 12	12 32	7 28	9 57	8 0	6 0	4 6	3 2
40	Eastwood	Tues.	8 54	9 41	..	..	..	..	..	..	..	..	..	..	9 26	..	7 39	10 11	8 6	7 0	5 0	3 4
41	**Todmorden**	7 38	9 0	9 51	..	11 16	12 45	2 0	3 27	5 15	7 0	..	8 22	9 30	9 32	12 48	7 45	10 17	9 0	7 0	5 0	3 6
47	Littleborough ..	7 54	9 20	10 14	..	..	..	2 18	3 45	..	7 15	..	8 36	..	9 48	..	8 5	10 33	9 0	7 0	5 0	3 6
50	**Rochdale**....	8 3	9 30	10 25	10 35	11 40	1 5	2 30	3 57	5 37	7 25	7 38	8 42	9 50	9 58	1 8	8 15	10 43	10 0	8 0	5 6	4 0
	Heywood a d	8 15	9 52	10 50	..	12 0	..	2 53	4 20	5 58	7 50	..	..	..	10 20	..	8 37	11 5	10 6	8 6	6 0	4 3
		7 55	9 20	10 20	..	11 33	..	2 23	3 50	5 28	7 19	..	..	..	9 50	..	7 45	10 35	..	..	..	..
52	Blue Pits	8 10	9 37	10 35	..	11 48	..	2 38	4 5	5 43	7 34	..	..	..	10 6	..	8 22	10 51	11 6	9 0	6 0	4 5
55	**Middleton** ..	8 20	9 45	10 45	..	11 58	1 18	2 50	4 15	5 50	7 45	..	8 58	..	10 20	1 18	8 30	11 5	11 0	9 0	6 0	4 6
	Oldham arrival	8 55	9 55	11 10	..	12 55	..	3 10	4 25	5 55	8 15	..	..	..	10 30	1 25	8 40	..	12 0	9 0	6 0	4 8
59	MiiesPlatting Jun	8 28	9 58	10 58	..	12 8	1 28	2 58	4 28	5 58	7 58	..	9 8	1013	10 32	1 28	8 43	11 13	12 0	9 0	6 0	4 10
60	**Manchester**	8 30	10 0	11 0	11 0	12 10	1 30	3 0	4 30	6 0	8 0	8 0	9 0	1015	10 35	1 30	8 45	11 15	..	..	..	..
																			13 0	10 0	7 0	5 1

OLDHAM BRANCH.—From Manchester at 7 30, 8 30, 9 30, and 10 45 a.m. 12 30, 2 45, 4, 5 30, 6 30, and 7 50 p.m. From Oldham at 6 50, 8, 9, 10, and 11 30 a.m., 1, 3 30, 4 30, 6, 7 10, and 8¼ p.m

On Sundays, from Manchester at 7 40 & 9 45 a.m., 1, 6¼ & 8 15 p.m. From Oldham at 8 10, 10 20, & 10 35 a.m., 1 30, 7, & 8 45 p.m.

Fourth Class—at 1d. per Mile. To Manchester, from Leeds, at 5 40 a.m., but will take up no passengers after passing Brighouse station; from Halifax at 7 25 p.m., stopping. On Sundays, from Leeds to Manchester, at 7 30 p.m., stopping.

A Market train from Elland to Halifax every Saturday, at 1 30 p.m.

No. 1 to Oldham, Liverpool, Bolton, Preston, & Lancaster, meeting Mail trains at Normanton, from London, Birmingham, Gloucester, Derby, Chesterfield, & Sheffield. No. 2 to Oldham and Liverpool. No. 3 meeting trains from York; to Oldham, Liverpool, Bolton, Preston, Lancaster, & Chester. Nos. 4 and 11 express, in two hours, with First Class Paasengers only.

No. 5 to Oldham, Bolton and Liverpool, meeting trains from York, Hull, Selby, Derby, Sheffield, and Chesterfield; also stopping at the Mirfield Station on Tuesdays, for the convenience of parties attending the Huddersfield Market.

No. 6 (Mail) to Liverpool, Bolton, Preston, Fleetwood, Blackpool, Southport, and Lancaster, meeting trains from Newcastle, York, Darlington, and Hull. No. 7 to Oldham, Birmingham, Chester, and Liverpool. No. 8 to Oldham, Liverpool, Bolton, and Preston, meeting trains from Nottingham, Birmingham, Leicester, Derby, Chesterfield, Sheffield, Hull, Selby, York, and Darlington. No. 9 to Oldham; meeting trains from London, &c. No. 10 to Oldham and Liverpool, meeting trains from London, Leicester, Nottingham, Birmingham, Derby, Chesterfield, Sheffield, Barnsley, York, Hull, Selby, and Darlington.

No. 12 meeting trains from London, Leicester, Nottingham, Birmingham, Derby, Chesterfield, Sheffield, Barnsley, York, Hull, Selby, and Darlington. Chesterfield, Sheffield, York, Selby, Darlington, Newcastle and Hull. No. 13 Mail, meeting trains from Derby,

SUNDAYS.—No. 1 to Oldham. No. 2 (Mail) to Oldham, meeting trains from York, Hull, Derby, and Sheffield. No. 4 meeting trains from Derby, Chesterfield, Sheffield, Hull, York, and Darlington.

Sec. & Super. George Locking, Hull.

HULL & SELBY.

Engr., John Timperley, Jun., ull.

Mls.	Up Trains.	1	2	3	4	5	6 mail	7 Sundays mail
	Departure.	a.m.	a.m.	a.m.	p.m	p.m	p.m	a.m.	p.m.
	Hull.....	6 30	*8 45	11 0	2 0	4 0	6 0	6 30	6 0
4½	Hessle	6 41	8 56	11 10	2 11	4 11	6 10	6 41	6 10
7½	Ferriby	6 49	9 4	..	2 19	4 21	6 17	6 49	6 17
10½	Brough	6 57	9 12	11 24	2 27	4 30	6 25	6 57	6 24
16½	Staddlethorpe .	7 9	9 26	..	2 39	4 44	..	7 8	6 35
19	Eastrington ..	..	9 34	..	2 45	4 52	..	7 14	6 42
22½	Howden	7 24	9 42	11 45	2 53	5 0	6 48	7 20	6 57
27½	Cliff.....	..	9 53	..	3 5	5 11	..	7 32	7 0
31	**Selby**	7 45	10 5	12 10	3 20	5 25	7 0	7 45	7 10
55	Leeds (arrival)	9 0	11 30	1 5	4 30	..	8 20	9 0	8 15
51	York do.	9 0	11 10	1 0	4 30	..	8 30	9 0	8 15
—	**Newcastle**	1 30	3 30	6 20	9 0	..	..	..	..
48	Normanton dep	9 34	11 12	1 35	4 55	..	8 15	11 6	8 11
51	Wakefield arr.	9 46	11 22	1 45	5 10	..	8 20	11 22	8 29
98	Manchester ..	1210	1 30	3 0	8 0	..	1015	1 30	11 15
130	Liverpool	1 30	3 15	6 15	10 0	..	..	6 45	..
66	Swinton	..	11 22	..	5 25	..	8 50	..	8 50
76	Sheffield (arr.)	..	12 15	2 0	6 10	..	9 35	..	9 35
100½	Ambergate....	..	12 48	..	7 14	..	..	..	..
111	**Derby**	..	1 30	3 0	7 50	..	10 35	..	10 35
126	Nottingham ..	..	3 15	6 35	9 25	..	..	..	..
141	Leicester (arr)	..	3 5	4 15	9 45	..	12 15	..	..
152	**Birmnghm**	..	3 50	6 30	10 15	..	12 40	..	12 40
243	**London**	..	7 15	7 55	..	..	4 45	..	4 45

Mls	Down Trns	mail 1	2	3	4	5	6	7 Sunday mail.	9
	Departure	p.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	a.m.
	London....	9 0	..	..	..	*6 15	9 0	10 30	9 0	7½ 10
	Birmnghm	12 0	..	..	7 0	10 30	..	1 25	12 0	..
	Derby.....	2 0	..	6 0	9 20	12 30	1 45	4 0	2 0	3 45
	Ambergate arr	..	..	6 28	9 45	12 55	..	4 23	..	4 8
	Sheffield.. dep.	2 45	..	7 30	10 50	1 50	2 35	5 0	2 45	4 55
	Swinton.....	..	..	8 1	11 35	2 23	..	5 25	..	5 34
	Oakenshaw ..	4 5	..	8 49	12 10	3 0	..	6 10	4 5	6 10
	Liverpool	..	..	..	8 45	..	11 45	2 30	..	8 0
	Manchester ..	..	..	6 45	10 15	..	1 0	4 45	..	10 15
	Halifax	..	5 45	8 15	11 28	..	2 10	6 5	..	11 20
	Wakefield	..	6 51	9 17	12 18	..	3 5	6 53	..	12 18
	Normanton ar.	4 15	7 0	9 27	12 31	..	3 15	7 10	4 15	12 30
	Newcastle	..	..	5 45	8 45	10 15	..	3 30	..	3 30
	York	..	7 30	9 50	12 40	3 10	4 0	7 10	..	7 10
	Leeds	4 0	7 20	9 40	12 30	3 0	3 35	7 0	4 0	7 0
	Selby	5 15	8 30	10 45	1 40	4 20	4 55	8 10	5 15	8 10
3	Cliff.....	..	8 36	10 52	..	4 26	..	8 17	..	8 17
8¾	Howden.....	5 30	8 46	11 4	1 56	4 38	5 10	8 28	5 30	8 28
11½	Eastrington ..	..	8 52	11 10	..	4 44	..	8 35	..	8 35
14	Staddlethorpe	5 41	8 58	11 17	2 8	4 51	..	8 42	5 41	8 42
20½	Brough	5 52	9 10	11 29	2 20	5 3	5 27	8 54	5 52	8 54
23½	Ferriby	6 0	9 18	11 37	2 28	5 11	..	9 2	6 0	8 2
26½	Hessle	6 7	9 25	11 44	2 35	5 18	5 43	9 10	6 7	9 10
31	**Hull**.....	6 30	9 45	12 0	2 55	5 35	6 0	9 25	6 30	9 25

Fares.

	1 Cls.	2Cls.	3dCls
	s d	s d	s d
Hull to Selby..	5 0	4 0	2 6
,, York	8 6	7 6	4 6
,, Darlington	21 6	16 0	10 6
,, Newcastle.	32 0	24 0	—
,, Carlisle ..	48 0	36 0	—
,, Leeds	9 6	7 6	5 0
,, Sheffield ..	16 6	12 6	—
,, Normanton	9 0	7 0	4 6
,, Derby....	26 6	19 6	—
,, Manchester	20 0	15 6	10 6
,, Birmingham	36 6	26 0	—
,, London ..	56 6	40 0	—
,, Liverpool.	26 0	19 6	—

First and second class passengers only conveyed by the 11 a.m. train from Hull, and 4 45 p.m. train from Selby.

Passengers for the market will be brought to Hull by a special train leaving Selby every Tuesday at 7 25 a.m., calling at all the stations, and also at Wressel Bridge, Bromfleet, and Crabley Creek, returning from Hull at 3 30 p.m. to Selby, and the stations.

An Omnibus leaves Go ole for the Howden Station, at 6 30 a.m. to meet Nos. 2 up and down trains; at 10 a.m., to meet Nos. 3 up and down trains; at 12 55 p.m., to meet Nos. 4 up and down trains; and at 6 p.m., to meet Nos. 5 up and 7 down trains.—N.B. The Fare includes the Ferry.

The Boston mail from New Holland every morning at 8 o'clock, through Caistor, Market Rasen, and Horncastle, to Lynn, Norwich, and Yarmouth, returning in time for the 6 p.m. train. The mail every day at 1 22 p.m., to Lincoln, Falkingham, Peterborough, &c.

Coaches from Hull to Beverley at 7 30, 8 45 a.m., 12 45, and 4, p.m.; also to Cottingham daily. The Wellington at 2 p.m. to Driffield Bridlington, &c.

To Scarborough on Week days.—From Hull at 6½ and 8¾ a.m., and 2 p.m. **From Scarborough to Hull** at 9¼ a.m., 12½ and 4 p.m.; on Sundays at 4 p.m. On Saturdays, from Hull to Scarbro at 3 p.m., with the Privilege of returning at 9½ a.m. on Monday, for one fare.

* Third class trains at a penny per mile.

Sec.& Treasurer, H. Booth.
Engineer, E. Woods, Liverpool.

LIVERPOOL AND MANCHESTER.

Supts. of Goods { A. Comber, Liverpool. J. Green, Manchester.

Liverpool to Manchester

1st class Trains.	2nd only. Through Trains.	1 & 2 cls. Road Trains.	3rd cls. Road Trains.
8N U. a.m	....	7 15 a.m.	6 45am
8 45 ,,	....	....	....
10½ N.U.,,	....	10 30 ,,	....
11 45 ,,	....	....	*12½ nn.
2 0 p.m.	1 30N.upm	2 30 p.m.	....
4 15 ,,	3 35N.U ,,	5 30 ,,	5½ thro
..	6 N.U. ,,	*7 45 ,,	6 30p.m

Manchester to Liverpool

1st class Trains.	2nd only. Through Trains.	1 &2 cls. Road Trains.	3rd cls. Road Trains.
8½ N.U am	....	7 15 a.m.	6½ a.m
9 0 ,,	....	....	....
10½ N.U ,,	....	11 15 ,,	*10 0 ,,
12 15 noon	....	....	....
2 0 p.m	12 N.U p.m	2 45 p.m.	....
5 0 ,,	3 50N.U ,,	5 30 ,,	5½ thro'
....	6½ N.U. ,,	*8 20 ,,	6½ p.m.

On Sundays.

6 30 a.m. 2nd and 3rd class, through train, stopping only at parkside.	6 30 a.m., 2nd and 3rd class through train, stopping only at parkside.
7 15 ,, 2nd class train, booking 3rd class for road-side stations, but not for Manchester.	7 30 ,, 2nd class train, booking 3rd class for road-side stations, but not for Liverpool
*8 0 a.m., and *7 45 p.m. mixed train.	*8 15 a.m., and *8 20 p.m. mixed train.
*4 45 p.m. mixed and 3rd class through.	*5 0 p.m. mixed and 3rd class through.
5 30 p.m. 2nd and 3rd class train.	5 30 p.m. 2nd and 3rd class train.

On Sundays, 3rd class open carriages leave Manchester for Edge Hill, Liverpool at 7 a.m., and return from Edge Hill at 7 p.m.

FARES, 4s. 0d. there and back.

*Stopping at Huyton Gate, Rainhill, St. Helens Junction, Newton, Parkside, Kenyon Junction, Bury Lane, and Patricroft.

N.B. By the trains marked N. U. being especially North Union Trains, the passengers for Manchester or Liverpool will be detained unavoidably at Parkside till the arrival of the trains from Preston.

Fares.—By first class carriage, four inside, royal mail, 6/6; six inside, glass coach, 6/0; second class 4/0; third class, 2/6.

Passengers by first class trains may take a ticket entitling them to be conveyed to Liverpool or Manchester and back the same day for 10s. Mails 6d. additional each way.

Children under 12 years, half price; in the arms, under 4 years, free.

From Warrington to Manchester.

4 12 a.m., 2 16 and 4 19 p.m. Mails, mixed; 7 40 and 9 39 a.m. mixed. On Sundays, 4 12 a.m., 2 16 and 4 19 p.m. mails, mixed; 8 a.m. mixed.

From Manchester to Warrington.

4 and 11 a.m., 1, 2¾ and 8¼ p.m. mails, mixed; 7 15 a.m. and 5 p.m. mixed. On Sundays, 4 and 11 a.m., and 8 15 p.m. mails, mixed; 7½ a. m. mixed. **Fare**—From Manchester to Warrington, 3s. 2nd class

From Manchester to Patricroft.

At 8, 9, 10½, and 11½ a.m.; 1 5, 3, 5, 6, 8, and 9 p.m. On Sundays, 4, 5, 6½, 7½, 8½, and 9½ p.m.

From Patricroft to Manchester.

At 7½, 8½, 9½, and 11 a.m.; 12½, 2½, 4, 5½, 7, 8½, and 9½ p.m. On Sundays, 4½, 5½, 7, 8, 9, and 10 p.m.

Fares.—To and from Patricroft and Eccles, first class 6d.; second and third class 4d.

To Fleetwood, Poulton, (for Blackpool), & Lytham.

FROM LIVERPOOL.	FROM MANCHESTER.
8 0 a.m..... Mixed.	8 15 a.m. ..... Mixed.
1 30 p.m..... ,,	1 45 p.m. ..... ,,
3 35 ,, ... ,,	3 50 ,, ... ,,

FARES from Liverpool or Manchester to Fleetwood, 10s. and 7s.
,, ,, ,, Poulton 9s. & 6s. 3d.
,, ,, ,, 9s. & 6s. 6d.

To Lancaster.

FROM LIVERPOOL.	FROM MANCHESTER
8 0 a.m. ..... Mixed.	8 15 a.m. ..... Mixed.
10 15 ,, ... 1st. Class.	10 30 ,, ... 1st Class.
1 30 p.m..... Mixed.	1 45 p.m..... Mixed.
3 35 ,, ... ditto	3 50 ,, ... ditto
6 0 ,, ... ditto	6 15 ,, ... ditto

FARES from Liverpool or Manchester, 11s. 6d., 7s. 6d.

To Bolton.

FROM LIVERPOOL.	FROM MANCHESTER.
7 15 a.m... Mixed & 3rd class.	
8 45 .. .. First cls.	7 15 a.m. .... Mixed and 3rd.
10 30 .. .. Mixed.	9 0 ..... First Class.
2 30 p.m..... do.	2 45 p.m..... Mixed.
4 15 ..... do.	6 30 .. ..2nd and 3rd class.
6 30 ..... Third Class.	

ON SUNDAYS.

8 0 a.m.. Mixed & 3rd class	8 15 a.m... Mixed & 3rd Class.
5 30 p.m. ..... ditto.	5 30 p.m..... ditto.

FARES from Liverpool, 1st class 5s. 6d.; 2nd class 4s.; 3rd class 2s. 5d.; and from Manchester 2s. 6d.—2s.—and 1s. 11d.

To Preston and Wigan.—See North Union Table.

To St. Helens.

FROM LIVERPOOL.	FROM MANCHESTER.
6 45 a.m..... 3rd class.	6 30 a.m ..... 3rd class.
7 15 ,, ... 2nd ,,	7 15 ,, ... 2nd ,,
8 0 ,, ... 1st ,,	10 0 ,, ... 1st & 3rd ,,
10 30 ,, ... 2nd ,,	11 15 ,, ... 2nd ,,
12 30 noon..... 3rd ,,	2 0 p.m..... 1st ,,
2 0 p.m. ..... 1st ,,	2 45 ,, ... 2nd ,,
2 30 ,, ... 2nd ,,	5 30 ,, ... 2nd ,,
5 30 ,, ... 2nd ,,	6 30 ,, ... 3rd ,,
6 30 ,, ... 3rd ,,	
7 45 ,, ... 2nd ,,	

ON SUNDAYS.

From Liverpool.
7 15 a.m... 3rd cls.
8 0 ,, .. 2nd ,,
5 30 ,,2nd & 3rd,,
7 45 p.m. 2nd ,,
From Manchester.
7 30 a.m. . 3rd cls.
8 15 ,, 2nd ,,
5 30 p.m. .3rd ,,

FARES from Liverpool, first class 2s. 6d.; second class 1s. 6d., third class 1s. and from Manchester 2s., 3s., and 1s. 10d.

Southport.—Passengers and Parcels may be booked through to Southport at the Company's Offices, Market-street and Victoria Station, Manchester, by the 2 p.m. train daily (Sundays excepted) also by the 11 15 a.m. train, during the Summer months.

Fares.—From Manchester to Southport, Inside 10s. Out. 7s.

From BIRMINGHAM to BRISTOL, (London and Birmingham Station.)

Miles.	Down Trains.	1 & 2 class. mail. 1	1, 2, and 3 class. 2	1 & 2 class. 3	1 & 2 class. 4	5 1 & 2 class.	6 1 & 2 class.	7 1 & 2 class.	8 1 & 2 class.	9 1 & 2 class.	10 1 & 2 class.	11 1st class. Exp.	12 1, 2, 3 class.	FARES From Birmingham. 1.cls	2 cls.	3 cls.
	DEPARTURE FROM	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	s. d.	s. d.	s. d.
0	**Birmingham**	1 0	5 15	..	8 50	..	11 45	2 15	4 15	..	..	7 30	7 45	..	..	..
2	Camp Hill	..	5 25	..	..	..	..	..	..	..	..	..	7 55	..	..	..
4	Moseley	..	5 30	..	..	..	..	..	..	..	..	..	8 0	..	..	..
9	Longbridge	..	5 50	..	..	..	..	..	..	..	..	..	8 15	..	..	..
11	Barnt Green	..	5 55	..	9 12	..	..	..	..	..	..	..	8 20	..	..	..
13	Blackwell	..	6 0	..	9 17	..	12 18	2 50	4 45	..	..	..	8 30	..	..	..
15	**Bromsgrove**	1 45	6 10	..	9 27	..	12 28	3 0	4 55	..	..	8 0	8 40	..	..	..
17	Stoke Works	..	6 15	..	9 32	..	..	3 6	..	..	..	..	8 48	..	..	..
20	**Droitwich**	1 59	6 24	..	9 40	..	12 40	3 15	5 10	..	..	..	9 0	..	..	..
22	Dunhampstead	..	6 29	..	..	..	..	..	..	..	..	..	9 5	..	..	..
26	**Spetchley**	2 17	6 45	..	10 0	..	12 56	3 30	5 25	..	7 45	8 25	9 25	..	..	..
30	**Worcester** arrival	2 47	7 20	..	10 35	..	1 30	4 5	6 0	..	..	8 55	10 0	..	..	..
	Worcester departure	1 41	6 10	..	9 20	..	12 15	2 50	4 55	..	7 5	7 50	8 45	..	..	..
28	Norton	..	6 50	..	..	..	..	..	..	..	..	..	9 30	..	..	..
29	**Wadborough**	..	6 54	..	..	..	..	..	..	..	7 55	..	9 35	..	..	..
32	Besford	..	7 0	..	..	..	..	..	..	..	..	..	9 45	..	..	..
33	Defford	..	7 8	..	10 15	..	1 18	3 50	5 45	..	8 5	..	9 50	..	..	..
34	Eckington	..	7 14	..	10 20	..	1 23	..	..	..	8 10	..	9 55	..	..	..
37	Bredon	..	7 26	..	10 30	..	..	4 0	..	..	8 20	..	10 10	..	..	..
39	**Ashchurch**	2 54	7 36	..	10 36	..	1 36	4 8	6 10	..	8 25	..	10 18	..	..	..
41	**Tewkesbury** arrival	3 9	7 45	..	10 46	..	1 42	4 18	6 20	..	8 35	..	10 28	..	..	..
	Tewkesbury departure	2 34	7 28	..	10 30	..	1 15	4 2	6 3	..	8 18	..	10 10	..	..	..
43	Cleeve	..	7 46	..	..	..	..	..	..	..	..	..	10 30	..	..	..
46	**Cheltenham**	3 12	7 58	9 30	10 56	12 45	1 55	4 30	6 35	8 0	8 45	9 5	10 45	..	..	..
48	Badgworth	..	8 5	9 35	..	12 50	..	..	..	8 5	..	..	..	..	..	..
53	**Gloucester**	3 50	8 20	9 45	11 25	1 0	2 20	4 55	7 0	8 15	9 0	9 25	11 5	..	..	..
62	Stonehouse	..	8 40	..	11 45	..	2 41	5 18	7 20	..	..	..	..	..	..	..
63½	Frocester	..	8 44	..	11 50	..	..	5 25	7 25	..	..	..	..	..	..	..
68¼	Berkley Road	..	8 56	..	12 0	..	2 57	5 43	7 38	..	..	..	..	..	..	..
73½	Charfield	..	9 9	..	12 12	..	3 10	5 51	7 51	..	..	..	..	..	..	..
75½	Wickwar	..	9 15	..	..	..	3 15	5 57	..	..	..	..	..	..	..	..
80	Yate	..	9 27	..	12 28	..	3 27	6 7	8 7	..	..	..	..	..	..	..
84½	Mangotsfield	..	9 35	..	..	..	3 35	6 15	..	..	..	..	..	..	..	..
90½	**Bristol** arrival at	5 20	9 50	..	12 55	..	3 50	6 30	8 30	..	..	10 30	..	..	..	..

Day Tickets between Cheltenham and Gloucester, First Class, 2s., Second Class, 1s. 6d.

Mail Trains only run on Sundays.

From BRISTOL to BIRMINGHAM, (Great Western Station.)

Miles.	Up Trains.	1 1, 2, 3 class.	2 1 & 2 class.	3 1 & 2 class.	4 1 & 2 class.	5 1 & 2 class.	6 1 & 2 class.	7 1 & 2 class.	8 1 & 2 class.	9 1st class. Exp.	10 1, 2, 3 class.	11 1 & 2 class.	12 1 & 2 class. Mail.
	TRAINS LEAVE	a.m.	a.m.	a.m.	a. m	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
0	**Bristol**	..	6 0	..	8 20	..	11 0	1 40	..	4 0	4 30	..	6 55
6	Mangotsfield	..	..	..	8 35	..	11 10	..	..	..	4 45	..	..
10½	Yate	..	6 25	..	8 46	..	11 25	2 3	..	..	4 56	..	7 20
15	Wickwar	..	..	..	9 0	..	..	..	..	..	5 8	..	..
17	Charfield	..	6 41	..	9 6	..	11 41	2 22	..	..	5 15	..	7 39
22¼	Berkley Road	..	6 54	..	9 20	..	11 54	2 34	..	..	5 28	..	7 52
26½	Frocester	..	..	..	9 33	..	12 6	..	..	..	5 38	..	..
28¼	Stonehouse	..	7 10	..	9 39	..	12 10	2 48	..	..	5 44	..	8 5
37½	**Gloucester**	5 15	7 45	8 45	10 25	11 30	12 45	3 15	3 50	5 5	6 30	7 30	8 50
42½	Badgworth	5 25	..	8 55	..	11 40	..	..	4 0	..	6 40	7 40	..
44½	Cheltenham	5 35	8 3	9 5	10 43	11 56	1 3	3 32	4 10	5 20	6 50	7 50	9 10
47½	Cleeve	5 45	..	..	..	..	..	..	..	..	6 55	..	..
51½	**Ashchurch**	6 0	8 20	..	11 0	..	1 21	3 48	4 30	..	7 8	..	9 26
53½	**Tewkesbury** arrival	6 10	8 30	..	11 10	..	1 42	3 56	4 40	..	7 18	..	9 40
	Tewkesbury departure	5 52	8 10	..	10 53	..	1 15	3 40	4 24	..	7 0	..	9 20
53½	Bredon	6 8	8 27	..	..	..	1 28	..	4 37	..	7 13	..	..
56½	Eckington	6 20	8 35	..	..	..	..	..	4 47	..	7 20	..	..
57½	Defford	6 25	8 40	..	..	..	1 38	..	4 55	..	7 24	..	..
58½	Besford	6 29	..	..	..	..	..	..	..	..	7 28	..	..
61½	Wadborough	6 35	8 48	..	..	..	..	..	5 10	..	7 34	..	..
62½	Norton	6 40	..	..	..	..	..	..	..	..	7 44	..	..
64½	**Spetchley**	6 50	8 58	..	11 30	..	1 55	4 18	5 30	5 55	8 0	..	10 6
68½	**Worcester** arrival	7 25	9 33	..	12 5	..	2 30	4 48	6 30	6 25	8 35	..	10 36
	Worcester departure	6 10	8 20	..	10 50	..	1 15	3 38	..	5 25	7 25	..	9 26
68½	Dunhampstead	7 10	..	..	..	..	..	..	..	..	8 15	..	..
70½	**Droitwich**	7 20	9 15	..	11 43	..	2 15	4 34	..	..	8 25	..	10 23
73½	Stoke Works	7 35	9 25	..	..	..	2 25	..	..	..	8 35	..	..
75½	**Bromsgrove**	7 45	9 35	..	11 55	..	2 31	4 48	..	6 20	8 45	..	10 35
77½	Blackwell	8 0	9 50	..	..	..	2 43	..	..	..	9 0	..	..
79¼	Barnt Green	8 10	9 55	..	..	..	2 50	..	..	..	9 6	..	..
81½	Longbridge	8 20	..	..	..	..	..	..	..	..	9 10	..	..
86½	Mosley	8 36	..	..	..	..	..	..	..	..	9 30	..	..
88½	Camp-hill	8 45	..	..	..	..	..	..	..	..	9 35	..	..
90½	**Birmingham** arrivl	9 0	10 25	..	12 45	..	3 25	5 30	..	7 0	9 45	..	11 15

FARES.—Day Tickets

	1st Class. s. d.	2nd Class. s. d.
Between Tewkesbury and Ashchurch	1 0	0 6
Between Tewkesbury or Ashchurch & Cheltenham	3 0	2 0
Between Tewkesbury or Ashchurch & Gloucester	4 0	3 0
Between Cheltenham and Gloucester	2 0	1 6
Between Stonehouse and Bristol	2 6	1 6
Between Mangotsfield and Bristol	2 0	1 3

Mail Trains only run on Sundays.

Sec., J. Platford. **SHEFFIELD, ASHTON-UNDER-LYNE, & MANCHESTER.** Engr., J. Locke.

Down Trains.

Dis-tnc.	FROM	1 a.m.	2 a.m.	3 a.m.	4 a.m.	5 a.m.	6 p.m.	7 p.m.	8 p.m.	9 p.m.	10 p.m.	11 a.m.	12 p.m.	13 p.m.	14 p.m.
	Sheffield	..	..	7 25	..	9 25	..	12 25	..	..	..	4 25	5 25	..	..
2¾	Wadsley Bridge	..	..	7 33	..	9 33	..	12 33	..	..	..	4 33	5 33	..	..
4¾	Oughty Bridge	..	..	7 40	..	9 40	..	12 40	..	..	..	4 40	5 40	..	..
7¾	Deep Car	..	..	7 49	..	9 49	..	12 49	..	..	..	4 49	5 49	..	..
8¼	Wortley	..	..	7 54	..	9 54	..	12 54	..	..	..	4 54	5 54	..	..
13¾	Penistone	..	..	8 6	..	10 6	..	1 6	..	..	..	5 6	6 6	..	..
18¼	Dunford Bridge arrival	..	..	8 18	..	10 18	..	1 18	..	..	..	5 18	6 18	..	..
22	Woodhead departure	..	..	9 25	..	11 25	..	2 25	..	..	..	6 25	7 25	..	..
28¼	Hadfield	..	..	9 38	..	11 38	..	2 38	..	..	..	6 38	7 38	..	..
30	Glossop arrival	..	..	..	..	..	1 58	..	..	..	..	..	..	..	..
	Glossop departure	7 15	8 15	..	10 15	..	1 30	..	3 15	4 30	6 15	..	..	8 35	9 20
30	Dinting	7 30	8 30	9 45	10 28	11 45	1 46	2 45	3 30	4 40	6 36	6 45	7 45	8 50	9 35
31½	Mottram	7 36	8 36	9 51	10 34	11 51	1 46	..	3 36	4 46	6 36	6 51	7 51	8 56	9 41
34	Newton	7 45	8 45	10 0	10 43	12 0	1 55	2 55	3 45	4 55	6 45	7 0	8 0	9 5	9 50
35½	Dukinfield	7 51	8 51	10 6	10 49	12 6	2 1	3 1	3 51	5 1	..	7 6	8 6	..	..
36½	Guide Bridge	7 55	8 55	10 10	10 53	12 10	2 5	3 5	3 55	5 5	6 53	7 10	8 10	..	..
37½	Fairfield	8 1	9 1	10 16	10 59	12 16	2 11	..	4 1	5 11	6 59	7 16	8 16	..	..
38¾	Gorton	8 4	9 4	..	11 2	12 19	2 14	..	4 4	5 14	7 2	..	8 19	..	..
40½	Ardwick	8 8	9 8	10 23	11 6	12 23	2 18	3 13	4 8	5 18	7 6	7 23	8 23	..	..
41½	Manchester arrival	8 11	9 11	10 26	11 9	12 26	2 21	3 16	4 11	5 21	7 9	7 26	8 26	..	..

Sundays.

1 a.m.	2 a.m.	3 a.m.	4 p.m.	5 p.m.	6 p.m.	7 p.m.	8 p.m.	9 p.m.	10 p.m.
..	..	9 0	10 25	..	3 0	4 25	..	..	..
..	..	9 8	10 33	..	3 8	4 33	..	..	..
..	..	9 15	10 40	..	3 15	4 40	..	..	..
..	..	9 24	10 49	..	3 24	4 49	..	..	..
..	..	9 29	10 54	..	3 29	4 54	..	..	..
..	..	9 41	11 6	..	3 41	5 6	..	..	..
..	..	9 53	11 18	..	3 53	5 18	..	..	..
..	8 15	..	12 25	..	5 25	6 25	..	8 25	..
..	8 28	..	12 38	..	5 38	6 38	..	8 38	..
..	..	..	..	..	..	..	..	..	..
..	..	9 50	..	..	..	..	7 30	..	9 20
7 30	8 38	10 5	12 48	..	5 48	6 48	7 45	8 48	9 35
7 36	8 44	10 11	12 54	..	5 54	6 54	7 51	8 54	9 41
7 45	8 53	10 20	1 3	2 0	6 3	7 3	8 0	9 3	9 50
7 51	8 59	..	1 9	2 6	6 9	7 9	8 6	..	..
7 55	9 5	..	1 15	2 12	6 15	7 15	8 10	..	..
8 1	9 11	..	1 21	2 18	6 21	7 21	8 16	..	..
8 4	9 14	..	1 24	2 21	6 24	7 24	8 19	..	..
8 8	9 18	..	1 28	2 25	6 28	7 28	8 23	..	..
8 11	9 21	..	1 31	2 28	6 31	7 31	8 28	..	..

Up Trains.

Dis-tnc.	FROM.	1 a.m	2 a.m	3 a.m.	4 a.m.	5 a.m.	6 p.m.	7 p.m	8 p.m.	9 p.m.	10 p.m.	11 p.m.	12 p.m.	13 p.m.	14 p.m.
	Manchester	..	..	8 45	9 45	11 0	12 15	1 0	3 0	4 0	5 0	6 0	7 30	8 15	9 15
0¾	Ardwick	..	..	8 48	9 48	11 3	12 18	1 3	3 3	4 3	5 3	6 3	7 33	8 18	9 18
2¾	Gorton	..	..	8 52	9 52	11 7	12 22	..	3 7	..	5 7	..	7 37	8 22	9 22
3¾	Fairfield	..	..	8 57	9 57	11 12	12 27	1 10	3 11	..	5 11	..	7 41	8 27	9 27
5	Guide Bridge	..	..	9 4	10 4	11 19	12 34	1 17	3 19	4 15	5 19	6 15	7 49	8 34	9 34
5¾	Dukinfield	..	..	9 7	10 7	11 22	12 37	1 20	3 22	..	5 22	..	7 52	8 37	9 37
7¾	Newton	..	8 15	9 13	10 13	11 28	12 43	1 26	3 28	4 22	5 28	6 22	7 58	8 43	9 43
10	Mottram	..	8 26	9 22	10 22	11 37	12 54	1 35	3 37	4 31	5 37	6 31	8 7	8 52	..
11¼	Dinting	..	8 32	9 28	10 28	11 45	12 58	1 41	3 43	4 40	5 43	6 37	8 13	8 58	..
12¾	Glossop arrival	..	..	9 38	..	11 58	1 13	..	3 58	..	5 58	..	8 28	9 15	..
	Glossop departure	..	..	..	10 15	..	..	1 30	..	4 30	..	..	..	..	..
12¾	Hadfield	..	8 37	..	10 33	..	..	1 46	..	4 42	..	6 42	..	..	..
19¼	Woodhead arrival	..	8 57	..	10 53	..	..	2 6	..	5 0	..	7 0	..	..	..
22¾	Dunford Bridge dep	8 45	..	..	12 0	..	..	3 13	..	6 7	..	8 7	..	..	..
28	Penistone	8 57	..	..	12 12	..	..	3 25	..	6 19	..	8 19	..	..	..
32¾	Wortley	9 7	..	..	12 22	..	..	3 35	..	6 29	..	8 29	..	..	..
33¾	Deep Car	9 12	..	..	12 27	..	..	3 40	..	6 34	..	8 34	..	..	..
36¾	Oughty Bridge	9 20	..	..	12 35	..	..	3 48	..	6 42	..	8 42	..	..	..
38¾	Wadsley Bridge	9 26	..	..	12 41	..	..	3 54	..	6 48	..	8 48	..	..	..
41¾	Sheffield arrival	9 31	..	..	12 46	..	..	3 59	..	6 53	..	8 53	..	..	..

Sundays.

1 a.m	2 a.m	3 a.m.	4 p.m.	5 p.m	6 p.m	7 p.m	8 p.m	9 p.m	10 p.m
..	8 45	9 45	2 0	3 0	..	..	7 0	8 15	9 15
..	8 48	9 48	2 3	3 3	..	..	7 3	8 18	9 18
..	8 52	9 52	2 7	3 7	..	..	7 7	8 22	9 22
..	8 57	9 57	2 12	3 12	..	..	7 12	8 27	9 27
..	9 4	10 4	2 19	3 19	..	..	7 19	8 34	9 34
..	9 7	10 7	2 22	3 22	..	..	7 22	8 37	9 37
7 15	9 13	10 13	2 28	3 28	..	6 45	7 28	8 43	9 43
7 24	9 24	10 24	2 39	3 39	..	6 54	7 39	8 54	..
7 30	9 30	10 30	2 45	3 45	..	7 0	7 45	9 0	..
..	9 45	..	..	4 0	..	7 15	..	9 15	..
..	..	..	..	..	5 20	..	..	..	..
						7 50			
7 35	..	10 35	2 50	..	5 35	..	8 10	..	..
7 55	..	10 55	3 10	..	5 55	..	..	..	..
10 30	..	12 2	4 17	..	7 0	..	..	..	..
10 42	..	12 14	4 29	..	7 12	..	..	..	..
10 52	..	12 24	4 39	..	7 22	..	..	..	..
10 57	..	12 29	4 44	..	7 27	..	..	..	..
11 5	..	12 37	4 52	..	7 35	..	..	..	..
11 11	..	12 43	4 58	..	7 41	..	..	..	..
11 16	..	12 48	5 3	..	7 46	..	..	..	..

EXTRA TRAINS.—From Newton to Glossop at 6 45 and 7 45 a.m., on week days, and 6 45 a.m. on Sundays. On Saturdays, from Newton to Manchester at 1 p.m. From Manchester to Glossop at 2 5 p.m., stopping at the stations. From Guide Bridge to Manchester every Tuesday and Saturday at 9½ a.m., stopping only at Ardwick.

FARES.—From Manchester to Dinting, 2s. 3d., 1s. 9d.; 1s.; to Hadfield, 2s. 6d., 2s., 1s. 1d. From Sheffield to Hadfield, 5s. 3d., 4s., 3s.; to Dinting,

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MANCHESTER, BOLTON, AND PRESTON.

Secretary & Superintendent, John Hawkshaw,—Station, Salford.

Manchester to Bolton, Chorley, Preston, and Lancaster.

8 15 a. m., 1¾, 3 50, and 6¼ p. m. On Sundays, † 3 50 p. m.

To **Fleetwood**, †8 15 & †11 15 a.m., †1 45, †3 50, and 5 15 p. m., express, calling at Bolton, Chorley, Preston, &c.

Preston to Chorley, Bolton, and Manchester.

†8 5 & 10 25 a.m, †1 35, †3 45, & †8 p.m. On Sundays, 8 a.m. & 8 p.m.

Lancaster to Preston, Chorley, Bolton, and Manchester.

7 and 9.15 a.m., 12.30, 2 30, & 6.55 p.m. On Sundays, at 6 50 a.m. and 6 55 p.m.

Manchester to Southport—11 15 a.m., and 1 45 p.m. On Sundays, at 7 a.m., second class.

Southport to Manchester at 8 & 11 a.m. On Sundays, at 4 45 p.m.

Fleetwood to **Manchester**—†7 & †9 a.m.†, 12 30 & †6 p.m. On Sundays at 4 p.m.

†Third class carriages attached to these trains.

Manchester to Blackburn.

On week days by the 8 15 a.m., & 4 45 p.m. trains.

Blackburn to Manchester, 7 a.m. and 3 30 p.m.

Manchester to Bolton.

Stopping at all the stations, 7, 9 10, & 10 30 a.m., 2½, 4 45, (5½ on Tuesdays,) 7½, and 8 30 p.m.; 5 15 p.m. express, not stopping.

Stopping at Stoneclough, 8 15 & 11 15 a.m., 1¾, 3 50 & 6 15 p.m.

Cheap trains at 1d. per mile, 7 a.m. and 8½ p.m., stopping.

Bolton to Manchester.

Stopping at all the stations, 7, 8, & 10 a.m., 12½, 2 40, 6, 7, & 8 p.m

Stopping at Stoneclough, 9 and 11 30 a.m., 4 50 and 9 p.m.

Cheap trains at 1d. per mile, 7 a.m. and 8 p.m., stopping.

ON SUNDAYS—From Manchester to Bolton, 8 a.m., (cheap train), 1 and 8 p.m., stopping at all the stations.

3 50 p.m., stopping at Stoneclough.

From Bolton to Manchester, 9½ a.m., 2 (and 7 p.m., cheap train), stopping at all the stations; 9 p.m., stopping at Stoneclough.

First, second, and third class carriages by all the trains between Manchester and Bolton, except by the express, which takes only first and second class.

MANCHESTER to GLASGOW, every Monday, Tuesday, Thursday, and Friday, at 5 15 p.m.

MANCHESTER to BELFAST, every Monday, Wednesday, Friday, and Saturday, at 9 15 p.m.

FARES—Manchester to Bolton, 2s., 1s. 6d., 1s.; Horwich and Blackrod, 3s. 6d., 2s. 6d.; Adlington, 3s. 6d., 2s. 6d.; Chorley, 4s., 3s.; Euxton, 5s., 3s. 6d.; Southport, (including coach) 10s., 7s.; Preston, 6s., 4s., 2s. 9d.; Lancaster, 11s. 6d., 7s. 6d.; Kirkham, 7s. 9d., 5s. 3d., 3s. 5d.; Lytham, 9s., 7s., 4s. 6d.; Poulton, 9s., 6s. 3d., 4s.; Blackpool, 10s., 7s. 6d., 5s.; Fleetwood, 10s., 7s., 4s. 6d. Leyland, 5s. 6d., 4s.; Farrington, 6s., 4s.; Glasgow, 32s., 27s. 6d., 9s. 6d.; Belfast, 25s., 22s., 7s 6d.

CHESTER AND BIRKENHEAD.

Treasurer, J. B. Wilcox.—Office, Birkenhead.

From Birkd	Up Trains.	1 class 1, 2, 3	2 class 1 & 2	3 class 1 & 2	4 class 1 & 2	5 class 1 & 2	6 class 1 & 2	7 class 1 & 2	8 class 1 & 2	9 class 1, 2, 3	10 class 1 & 2
	LEAVE	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	.dm.	p.m.	p.m.
..	LIVERPOOL..	6 0	8 0	9 30	10 30	11 30	1 0	3 30	4 45	7 0	8 15
..	Monk's Ferry,	6 15	8 15	9 45	10 45	11 45	1 15	3 45	5 0	7 15	8 45
..	Birkenhead..										
3	Bebington ..arr.	..	8 24	9 54	..	11 54	1 24	3 54	5 9	7 24	..
7	Hooton	..	8 36	10 6	..	12 6	1 36	..	5 21	7 36	..
8¼	Sutton	6 41	8 41	10 11	11 2	12 11	1 41	4 11	5 26	7 41	9 2
12¼	Mullington	..	8 53	10 23	..	12 23	1 53	..	5 38	7 53	..
15	Chester	6 55	9 0	10 30	1 20	12 30	2 0	4 30	5 45	8 0	9 17
90	Birmingham	11 36	1 15	..	3 20	..	..	10 38	..	..	12 36
202	LONDON	5 15	6 0	..	8 45	..	..	..	..	..	5 32

From Chestr.	Down Trains.	1 class 1 & 2	2 class 1, 2, 3	3 class 1 & 2	4 class 1 & 2	5 class 1 & 2	6 class 1 & 2	7 class 1 & 2	8 class 1 & 2	9 class 1 & 2	10 class 1, 2, 3
Mls	LEAVE	p.m.	a.m.	a.m.	a.m.	a.m.	p.m.	a.m.	a.m.	p.m.	p.m.
..	LONDON ..at	8 30	..	..	..	..	..	6 15	10 0	..	11 0
..	Birmingham	1 10	..	..	6 ..	..	..	11 15	1 45	..	4 15
..	CHESTER	4 10	8 30	9 30	10 30	11 30	1 0	3 15	4 45	7 0	8 39
2¾	Mollington	..	8 39	9 39	..	11 39	1 9	3 24	..	7 9	8 39
6¾	Sutton	..	8 53	9 53	10 53	11 53	1 23	3 38	5 4	7 23	8 53
8	Hooton	..	8 58	9 58	..	11 58	1 28	3 43	..	7 28	8 58
12	Bebington	..	9 9	10 9	11 9	12 9	1 39	3 54	5 15	7 39	9 9
15	Monk's Ferry, Birkenhead	4 40	9 15	10 15	11 15	12 15	1 45	4 0	5 20	7 45	9 15
16	LIVERPOOL..	..	9 30	10 30	11 30	12 30	2 0	4 15	5 35	8 0	9 30

Sunday Trains—Leave Liverpool at 8 30 a.m., 2, 4 45, and 8 15 p.m.; and leave Chester at 4 10, and 10 a.m., 4 45 & 8½ p.m.

The 4 10 a.m., and 4 45 p.m. Sunday trains from Chester, are in connexion with trains from London at 8 30 p.m. and 10 a.m. Also from Liverpool in connexion with trains to London at 8 15 p.m.

Fares from Birkenhead	By 8 a.m.	1st class s. d.	2nd class s. d.	3rd class s. d.
Bebington	train.	0 9	0 6	0 4
Hooton	s. d.	1 0	0 9	0 6
Sutton	..	1 3	1 0	0 9
Mollington	..	2 3	1 9	1 3
Chester	..	2 6	2 0	1 6
Birmingham	20 6	18 0	14 0	7 9
London	47 6	41 0	31 0	17 2

Day Tickets will be issued at Birkenhead and Chester (returning the same day) 1st class, 3s. 6d., 2nd class, 2s. 6d.

Passengers can book at Birkenhead through—For Birmingham or London by No. 1 up train, 3rd class only; by No. 2 ditto, 1st class only; by Nos. 4 and 10 ditto, 1st and 2nd class; also for Birmingham only, by No. 7 ditto, 1st and 2nd class.

BOLTON & LEIGH.

Super. H. Bradshaw, Bolton.

To Liverpool, 8 45 a.m. first class; 7 10 and 11 5 a.m. mixed and 3rd. class; 6 30 p.m. 2nd & 3rd class, & 2 40 p.m. mixed.

To Manchester, 8 45 a.m. first class; 7 10 a.m. mixed and 3rd class; 2 40 p.m. mixed; 6 30 p.m. 3rd class.

To Wigan & Preston, 7 10 a.m. mixed; (8 45a.m. & 2 40 p.m. mixed, waiting an hour at Kenyon); 6 30 p.m. 3rd class.

To St. Helens, 7 10 and 11 5 a.m. mixed and 3rd class; 2 40 p.m. mixed; 6 30 p.m. 2nd & 3rd class.
On Sundays to the above named places at †8 a.m. & 5 30 p.m. mixed and 3rd class.

From Liverpool, 8 45 a.m. first class; 7 15 a.m. mixed and 3rd cl.; 10½ a.m., 2½, & *4½ p.m. mixed; 6 30 p.m. mixed & 3rd cl.

From Manchester, 9 a.m. first class; 7 15 a.m. mixed and 3rd class; 2 45 p.m, mixed; 6 30 p.m. 2nd & 3rd class
On Sundays from Liverpool †8 a.m. & 5 30 p.m.; from Manchester, †8 15 a.m. and 5 30 p.m. mixed and 3rd class.

From Wigan, 7 a.m. and 7 p.m. 3rd class; 8 30 and 10 50 a.m. and 2 p.m. mixed.
On Sundays, 8 20 a.m. mixed and 3rd class, and 6 p.m., 3rd class.

From Preston, 6 a.m. and 6 p.m. 3rd class; 8 and 10 20 a.m. and 1 30 p.m. mixed.
On Sundays, 7 45 a.m. mixed and 3rd class, and 5 p.m., 3rd class.

From St. Helens, 7 10 a.m. mixed and 3rd class; 10 55 a.m. & 3 p.m. mixed; 7 p.m. 3rd class. On Sundays, 8 a.m., and 6 p.m. mixed and 3rd class.

* Stopping on the Liverpool line at Newton only.

† Stopping on the Liverpool line at Huyton Gate, Rainhill, St. Helen's Junction, Newton, Parkside, Kenyon, Bury Lane, and Patricroft only.

FARES.—To Liverpool, 1st cl. 5s. 6d., 2nd cl. 4s.; 3rd cl. 2s. 5d.; Wigan, 2s — 1s. 6d.—1s.; St. Helens, 4s.—3s.—1s. 7d.; Southport, 10s., 6s. 6d., & 5s. 1d.; Ormskirk, 7s. 6d., 5s. 6d., & 4s. 1d.

SOUTHPORT.—Passengers may be booked through to Southport and Ormskirk, via St. Helens, by the train leaving Bolton at 11 5 a.m. The Packet Boat from Leigh to Scarisbrick Bridge, for Southport, is in connexion with this train.

WHITBY & PICKERING.

Worked by Horse-Power.

From Whitby to Pickering, at 7 a.m. and 2½ p.m.
From Pickering to Whitby, at 11½ a.m., and about 7½ p.m.

PRESTON & WYRE.

Secretary, F. Bazel, Jones. Super. J. Sanderson, Fleetwood.

Preston to Fleetwood, 8, and 9 50 a.m; 12 45, 3 20, 5 50, & 6 15 p.m. On SUNDAYS, 9 a.m.

Fleetwood to Preston, Liverpool, Manchester, &c. 7 & 9 a.m., 12½ & 6½ p.m.; to **London,** 9 a.m. and 6½ p m.

Fleetwood to Preston, 7 & 9 a.m.; 12 30, 4 30, & 6 30 p.m.
On Sundays, at 6 45 a m. and 4 p.m.

From Bolton to Fleetwood at 8 40 & 11 45 a.m., 2 10, 4 15, & 5 35 p.m. express.

From Liverpool to Fleetwood, 8 a.m, 1½ and 3 35 p m. mixed.

From Manchester to Fleetwood, (Victoria station,) 8¼, a.m, 1¾ and 3 50 p.m. mixed.

From the New Bailey-street Station, at 8 15 & 11 15 a.m., 1 45, 3 50, and 5 15 p.m. express.

FARES—Fleetwood to Preston (North Union Station), 1st class, 4s.; 2nd class, 3s.; 3rd class, 1s. 9d.; to Poulton, 1s.—9d.—6d.; to Kirkham, 3s.—2s.—1s.; to Chorley, 6s. 6d.—4s. 6d.—2s. 6d.; to Bolton, 8s.—6s.—3s. 6d.; to Manchester, via Bolton, 10s.—7s.—4s. 6d.; to Liverpool, 10s.—7s.

From London to Fleetwood, 10 a.m., 1st class, and 8½ p.m. mail. On SUNDAYS at 8 30 p.m.

FARES.—Passengers to London, first class, £2 16s. 6d.; second class, £1 19s. 6d. Carriages, 4 wheels, £4 13s., 2 wheels, £4 5s. 6d. One horse, £4 7s; two, £7 15s 6d.; three, £10 13s. Dogs, 9s. each.

NEWCASTLE AND NORTH SHIELDS.

Secretary, William Swan, Newcastle. Engineer, Robert Nicholson.
MONDAYS TO FRIDAYS, INCLUSIVE.

From Newcastle to North Shields, 7½, 8, 8½, 9, 9½, 10, 10½, 11, 11½ & 12 a.m.; 1, 2, 2½, 3, 3½, 4, 4½, 5, 5½, 6, 7, 8, & 9 p.m.

From North Shields to Newcastle, 8, 8½, 9, 9½, 10, 10½, 11, 11½, & 12, a.m.; 12½, 1½, 2½, 3, 3½, 4, 4½, 5, 5½, 6, 6½, 7, 7½, 8, 8½, and 9, p.m.

SATURDAYS.

From Newcastle to North Shields, 7½, 8, 8½, 9, 9½, 10, 10½, 11, 11½, and 12, a.m.; 1, 2, 2½, 3, 3½, 4, 4½, 5, 5½, 6, 6½, 7, 7½, 8, 8½, and 9, p.m.

From North Shields to Newcastle, 8, 8½, 9, 9½, 10, 10½, 11, 11½, and 12, a.m.; 12½, 1½, 2, 2½, 3, 3½, 4, 4½, 5, 5½, 6, 6½, 7, 7½, 8, 8½, 9, and 9½, p.m.

A train from Shields every Tuesday, at 5 a.m, for the accommodation of parties attending the Newcastle Cattle Market.

On Sundays from Newcastle, 8, 9, 9½, 10, and 10½ a.m.; 1, 1½, 2, 2½, 3, 3½, 4, 5, 6, 6½, 7, 7½, 8 and 9 p.m. From North Shields, 8½, 9½, 10, and 10½, a.m.; 1, 1½, 2, 2½, 3½, 4½, 5½, 6, 6½, 7, 7½, 8, 8½, 9, and 9½ p.m.

Fares.—First class, 9d.; second class, 6d.; third class, 4d.
From the intermediate stations, first class, 6d.; second class, 4d.
Double tickets, first class, 1s.

Secretary, H. G. Wright, Glasgow. **EDINBURGH & GLASGOW.** Engineer, John Mille

Down Trains. Edinburgh to Glasgow.

Departs from	1,2,3,4	1 & 2 mail	1, 2, 3	1 & 2 mail	Gds	1 & 2	1, 2, 3, 4	1 & 2	1 & 2 mail.
	a.m.	a.m;	a.m.	p.m.	p.m.	p.m.	p.m.	p.m	p.m.
EDINBRO.	7 0	8 30	11 0	1 0	1 30	3 0	5 0	7 30	10 0
Gogar.....	7 14	..	..	..	1 45	..	5 10	..	..
Ratho.....	7 24	..	11 15	..	1 55	..	5 18	7 45	..
Winchburgh,	7 40	..	..	..	2 10	..	5 30	7 53	..
Linlithgow	7 54	9 0	11 30	1 30	2 30	3 30	5 45	8 5	10 50
Polmont.....	8 8	..	11 40	..	2 45	..	5 55	8 15	..
Falkirk	8 20	9 15	11 50	1 48	3 0	3 48	6 5	8 25	11 15
Castlecary	8 35	9 25	12 5	2 0	3 20	4 0	6 22	8 40	11 35
Croy	8 45	..	..	..	3 35	..	6 32	..	..
Kirkintilloch..	9 0	9 40	12 25	..	3 50	4 15	6 40	.	..
Bishop-Briggs	9 10	..	..	..	4 0	..	6 55	..	..
Arriving at **Glasgow**	abt 9 30	10 0	12 45	2 30	4 15	4 40	7 15	9 15	12 30

Up Trains. Glasgow to Edinburgh.

Departs from	1,2,3,4	1 & 2 mail	1,2,3	1 & 2	mail	Gds.	1 & 2	1,2,3,4	1 & 2	1 & 2 mail
	a.m.	a.m.	a.m.	p.m.		p.m.	p.m.	p.m.	p.m	p.m.
GLASGOW	7 0	8 30	11 0	1 0	1 0	1 30	3 0	5 0	7 30	10 0
Bishop-Briggs	7 20	..	..	..	..	1 50	..	5 15	..	..
Kirkintilloch..	7 30	8 45	11 15	..	..	2 0	3 15	5 25	7 45	..
Croy	7 44	..	..	..	..	2 15	..	5 35	..	..
Castlecary	7 55	9 3	11 35	1 30	..	2 30	3 35	5 45	8 5	10 50
Falkirk	8 15	9 15	11 50	1 45	..	2 50	3 50	6 5	8 20	11 10
Polmont.....	8 24	..	12 0	..	..	3 5	..	6 15	..	..
Linlithgow	8 38	9 30	12 10	2 0	..	3 20	4 10	6 25	8 40	11 40
Winchburgh..	8 54	..	12 20	..	..	3 40	..	6 40	..	..
Ratho.....	9 6	..	..	..	..	3 55	..	6 50	..	..
Gogar	9 15	..	..	..	..	4 0	..	7 0	..	..
Arriving at **EDINB.**	abt 9 30	10 0	12 45	2 30	..	4 15	4 40	7 15	9 15	12 30

Fares from Edinburgh.

	1 Cls		2 Cls		3 Cls		4 Cls
	s.	d.	s.	d.	s.	d.	s. d.
Gogar.....	0	9	0	6	0	4	0 2
Ratho.....	1	4	1	0	0	8	0 4
Winchburgh..	2	0	1	6	1	0	0 8
Linlithgow....	3	0	2	3	1	6	1 0
Polmont	3	9	2	9	2	0	1 2
Falkirk	4	6	3	3	2	3	1 4
Castlecary	5	6	4	0	2	9	2 0
Croy	6	0	4	6	3	0	2 2
Kirkintilloch..	7	0	5	0	3	6	2 3
Bishop-Briggs	7	6	5	6	3	9	2 6
Glasgow.....	8	0	6	0	4	0	2 6

From Glasgow.

Bishop-Briggs	0	8	0	6	0	3	0 2
Kirkintilloch..	1	0	0	6	0	4	0 3
Croy	2	0	1	0	0	9	0 5
Castlecary	2	9	2	0	1	0	0 8
Falkirk	4	0	3	0	1	9	1 2
Polmont.....	4	6	3	3	2	3	1 6
Linlithgow ..	5	3	3	9	2	6	1 8
Winchburgh..	6	3	4	6	3	0	2 0
Ratho.....	7	0	5	0	3	6	2 4
Gogar.....	7	6	5	6	3	9	2 6
Edinburgh....	8	0	6	0	4	0	2 6

Sunday Trains.—These trains start from each end at 8 a.m. and 5 p.m., with 1st, 2nd, and 3rd class carriages, calling at all the stations, and departing therefrom at the same time as the daily 5 p.m. train, making allowance for the difference in the hours of starting.
The third class carriages by the 1 30 p.m. trains, and by the trains on Sundays, will have seats and covers; fare for the whole distance, 3s. 10d.

Additional Trains.—On week days, from Glasgow to Castlecary at 9 a.m., 4, and 6½ p.m, returning at 10½ a.m., 5½ and 7½ p.m.

HAYLE AND REDRUTH.

	a.m.	noon	p.m.		a.m	p.m.	p.m.
Redruth	9 0	12 0	4 30	Hayle	10 0	1 30	5 30
Carn Brea	9 5	12 5	4 35	Camborne	10 45	2 15	6 15
Camborne	9 15	12 15	4 45	Carn Brea	10 55	2 25	6 25
Hayle	10 0	1 0	5 30	Redruth	11 0	2 30	6 30

Omnibuses attend to convey passengers from the Redruth station to Truro and Falmouth; from the Hayle station to Penzance.

FARES from Truro to Penzance—First class, 3s. 3d.; Second class, 2s. 3d.; Third class, 2s.

MARYPORT & CARLISLE.

Through Trains, from **Maryport to Carlisle,** at *7 30 & 10 a.m., and 4 40 p.m.
" " **Carlisle to Maryport,** at 10 30 a.m., 2 and 6 p.m.
Short trains from **Maryport to Arkleby,** at 6, 7 30 and 10 a.m., 2 and 4 45 p.m.; to **Dearham,** 12 noon.
From **Arkleby** to **Maryport** at 6 45, 8 15 and 10 45 a.m., 2 45 and 5 15 p.m.
The Coach in connexion with the through trains leaves Whitehaven at 8 a.m. and 2 30 p.m.; Maryport at 12 noon, and 7 30 p.m.
From Carlisle to Wigton at **6 30 p.m.; from Wigton to Carlisle at §9 a.m.
* On Saturdays and Rosley fairs at 7 a.m.; ** at 6 a.m.; § at 8 30 a.m.

RAILWAYS IN SCOTLAND.

GARNKIRK & GLASGOW.

Glasgow to Coatbridge, &c. *7¼, 9¼, & *11¼ a.m. 1¼, 3¼, *5¼ & 7¼ p.m.
Coatbridge to Glasgow, &c. 9 & 11 a.m., 1, 3, 5, 7, and 8 p.m.

* These trains take the Wishaw and Coltness Railway passengers, viz., for Holytown, Bellshill, Motherwell, Wishaw, Overtown, Carluke station, and Morningside; & from Carluke station passengers are conveyed to Carluke and Lanark by coach.

To Glasgow, from Lanark, per coach, to Carluke station, at 7 30 and 11 40 a.m.; and 4 40 p.m. on week days.

Airdrie and Glasgow.—Omnibuses leave the Royal Hotel, Airdrie, in connexion with the trains from Coatbridge to Glasgow at 8¾ & 10¾ a.m., 12¾, 2¾, 4¾, & 6¾ p.m., and return on the arrival of the trains from Glasgow.

DUNDEE AND NEWTYLE.

Manager & Secretary, R. Baird. Engr., D. West.

Dundee to Newtyle at 8 and 11 a.m., 2¼ and 5¼ p.m.

Newtyle to Dundee at the same hours.

Through tickets—first class, 1s. 6d.; second, 1s. 3d.; third, 1s.

From Newtyle to Coupar Angus and Glammiss, immediately on the arrival of the trains from Dundee, which is about 9 a.m., 12 noon, 3¼ & 6¼ p.m.

From Coupar Angus to Newtyle, 7¼, 10¼ a.m., 2 and 5 p.m.
From Glammiss to Newtyle, at 7 and 10 a.m., 1¼ and 4¼ p.m.

ARBROATH AND FORFAR.—15 Miles.

Secretary, J. Macdonald. Manager & Super., Alexander Allan.

From Forfar to Arbroath, 7 and 10¼ a.m. 1¾, 4¼, & 7 p.m.
From Arbroath to Forfar, 9 a.m., 12 10, 3¼, 5¾, & 8¼ p.m.

FARES—First class, 2s 3d; second class, 1s 9d; third, 1s 3d.

GLASGOW, PAISLEY, & GREENOCK.—22¼ Mls

Managing Director, Jas. Tasker, Greenock.

From Glasgow, at 8 and *10 a.m., 12 noon, 1, *3, 4, 5, & *7 p.m.
From Greenock, at 8¾, 9¾ & *10¾ a.m., 12¾, 1¾, *3¾, 5¾ & *7¾ p.m.
No trains on Sunday.

*Stop at the Houston and Bishopton Stations when required.

Fares between Glasgow and Greenock—third class 1s.; third class with seats, 1s. 6d.; first class, 2s. 6d.

Goods Trains: from Glasgow at 6¼ a.m. and 6 p.m.
From Greenock at 6¼ a.m. and 6¾ p.m.

Third class passengers will be conveyed by these trains, fare 6d.

PAISLEY AND RENFREW.

SUMMER.—From Paisley at 6 10 a.m., and ten minutes after every succeeding hour until 8 10 p.m.
From Renfrew at 6¾ a.m. and a quarter from every succeeding hour until 8¾ p.m.

WINTER—From Paisley, 6¾ a.m. & every hour from 8¾ a.m. until 6¾ p.m.
From Renfrew, from ¼ before 9 a.m. until ¼ before 7 p.m.

FARES.—First class, 6d; second class, 4d.

DUNDEE AND ARBROATH.—16¾ Miles.

Secretaries, Messrs. Shiell & Small. Engrs., Grainger & Millar, Edinburgh.

From Dundee 7 45 and 10¼ a.m. mail, 1¾, 4¾, 6, & 7¼ p.m., to Broughty Ferry only.)
(12¼ and 9¼ p.m. mail.)
From Arbroath 8¾ and 10¼ a.m. mail, 1¾, 4¾, 6, & 8 p.m.,
(12¾ and 9¾ p.m. from Broughty Ferry.)

FARES—Dundee to Arbroath, 2s 6d—2s—1s 6d. Mail.—2s 6d.—2s

The trains will stop at Deyhouse on Tuesdays and Fridays twice.

The mail train from Dundee will stop at Monifieth and East Haven on Saturdays only, and from Arbroath at Monifieth on Tuesdays, and at East Haven and Monifieth on Fridays.

GLASGOW, PAISLEY, KILMARNOCK, AND AYR.

DEPARTS FROM	1 & 2 class.	1,2,3 class.	1 & 2 class.	1 & 2 class.	1,2,3 class.	1 & 2 class.	1,2,3 class.	1,2,3 class.	Fares from Glasgow. 1 cl.	2 cl.	3 cl.
	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	s. d.	s. d.	s. d.
GLASGOW	**6**	**7½**	**10½**	**1½**	**3½**	**4¼**	**5¼**	**6¼**	..	..	..
Paisley	6 15	7 45	10 45	1 45	3 45	4 45	5 30	6 45	1 0	0 9	0 6
Johnstone	..	8 0	11 0	2 0	..	5 0	..	7 0	1 6	1 0	0 8
Lochwinnoch	..	8 15	11 15	2 15	..	5 15	..	7 15	2 6	1 8	1 3
Beith	6 45	8 23	11 23	2 23	4 15	5 23	6 0	7 23	2 9	2 0	1 4
Kilbirnie	..	8 30	11 30	2 30	4 25	5 30	..	7 30	3 0	2 2	1 6
Dalry	..	8 38	11 38	2 38	..	5 38	6 10	7 38	3 6	2 3	1 9
STEWARTON	..	8 58	11 58	2 58	..	..	6 30	7 58	3 6	2 3	1 9
Kilwinning	..	8 50	11 50	2 50	..	5 40	..	7 50	4 0	2 9	2 0
Irvine	..	9 0	12 0	3 0	..	5 50	..	8 0	4 6	3 0	2 3
Troon	..	9 14	12 14	3 14	..	6 4	..	8 14	5 0	3 6	2 6
Monkton	..	9 21	12 21	3 21	..	6 11	..	8 21	5 6	3 9	2 9
AYR ..... arrival	..	9 30	12 30	3 30	..	6 20	..	8 30	6 0	4 0	3 0
KILMARNOCK .. „	7 25	9 10	12 10	3 10	..	..	6 40	8 10	4 0	3 0	2 0
ARDROSSAN .... „	..	—	—	..	4 50	..	..	..	5 0	3 6	2 6

DEPARTS FROM	1,2,3 class.	1,2,3 class.	1 & 2 class.	1 & 2 class.	1 & 2 class.	1,2,3 class.	Fares from Ayr. 1 cl.	2 cl.	3 cl.
	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	s. d.	s. d.	s. d.
AYR	**7¾**	**8**	**11**	**2**	**5**	**7**	..	..	..
Monkton	..	8 9	..	2 9	5 9	7 9	0 8	0 6	0 4
Troon	7 58	8 16	11 14	2 16	5 16	7 16	1 0	0 9	0 6
Irvine	..	8 30	11 28	2 30	5 30	7 30	1 6	1 0	0 9
Kilwinning	8 21	8 40	11 38	2 40	5 40	7 40	2 0	1 6	1 0
STEWARTON	..	8 58	11 58	2 55	5 58	7 58	2 6	1 9	1 3
Dalry	..	8 52	11 50	2 52	5 52	7 52	2 6	1 9	1 3
Kilbirnie	8 30	9 0	11 56	3 0	6 0	8 0	3 0	2 0	1 6
Beith	..	9 7	12 2	3 7	6 7	8 7	3 6	2 3	1 9
Lochwinnoch	..	9 15	12 10	3 15	6 15	8 15	3 6	2 3	1 9
Johnstone	8 55	9 30	12 18	3 30	6 30	8 30	4 6	3 0	2 3
Paisley	9 10	9 35	12 25	3 35	6 35	8 35	5 0	3 3	2 6
GLASGOW ..... arrival	9 25	10 0	12 50	4 0	7 0	9 0	6 0	4 0	3 0
KILMARNOCK ..... „	..	9 10	12 10	3 10	6 10	8 10	2 6	1 9	1 3

DEPARTS FROM	1,2,3 class.	1,2,3 class.	1 & 2 class.	1 & 2 class.	1 & 2 class.	1,2,3 class.	Fares frm Kilmrnock. 1 cl.	2 c	3 cl.
	a.m.	a.m.	a.m.	p.m.	p.m.	p.m	s. d.	s. d.	s. d.
KILMARNOCK	**8** 20	**9** 20	**11** 20	**2** 20	**5** 20	**7** 20	..	..	..
STEWARTON	8 30	9 30	*	2 30	5 30	7 30	0 8	0 6	0 4
Dalry	8 52	9 45	11 50	2 52	5 52	7 52	1 6	1 0	0 9
Kilbirnie	9 0	..	11 56	3 0	6 0	8 0	2 0	1 6	1 0
Beith	9 7	9 58	12 2	3 7	6 7	8 7	2 6	1 9	1 3
Lochwinnoch	9 15	10 5	12 10	3 15	6 15	8 15	3 0	2 0	1 6
Johnstone	9 30	10 17	12 18	3 30	6 30	8 30	3 6	2 3	1 9
Paisley	9 35	10 20	12 25	3 35	6 35	8 35	3 9	2 9	1 10
GLASGOW ..... arrival	10 0	10 45	12 50	4 0	7 0	9 0	4 0	3 0	2 0
KILMARNOCK to AYR	8 20	..	11 20	2 20	5 20	7 20	..	..	..
STEWARTON	8 30	..	..	2 30	5 30	7 30	0 8	0 6	0 4
Kilwinning	8 50	..	11 50	2 50	5 40	7 50	1 6	1 3	0 9
Irvine	9 0	..	12 0	3 0	5 50	8 0	1 6	1 3	0 9
Troon	9 14	..	12 14	3 14	6 4	8 14	1 9	1 4	0 10
Monkton	9 21	..	12 21	3 21	6 11	8 21	2 4	1 8	1 2
AYR ..... arrival	9 30	..	12 30	3 30	6 20	8 30	2 6	1 9	1 3

* This train has third class carriages from Kilmarnock to Glasgow only; and stops at the Stewarton station when there are passengers to take up. All the trains have three classes of carriages between Glasgow and Johnstone.

IRELAND.—DUBLIN AND DROGHEDA. Sec. J. Kidd, Dublin.

Dis. from Dublin.	DOWN TRAINS.	7½ a. m.	9 a. m. Mail,	11 a.m. 1 & 2	2 p. m. Mixd	5 p. m.	7 p. m.	8¼ p. m. Mail,	9½ p. m. Gds.	FARES. 1st	2nd	3rd
	STATIONS.	Mixd	1&2cl	class.	Gds.	Mixd	Mixd	1&2cl	Mxd.	class.	class.	class.
Mls	DUBLIN .leaves	7 30	9 0	11 0	2 0	5 0	7 0	8 15	9 15	..	..	..
1¼	Clontarf .. arrival	7 35	..	..	2 5	5 4	7 5	..	9 20	0 4	0 3	0 2
3½	Raheny .. „	7 45	..	..	2 15	5 14	7 15	..	9 30	0 6	0 4	0 3
5¼	Baldoyle.. „	7 50	..	..	2 20	5 19	7 20	..	9 35	0 8	0 6	0 4
6¾	Portmarnock „	7 56	..	..	2 26	5 25	7 26	..	9 41	0 10	0 7	0 5
9	Malahide . „	8 5	9 20	11 20	2 35	5 32	7 35	8 35	9 50	1 0	0 8	0 6
11¼	Donabate . „	8 13	..	11 27	2 43	5 40	7 43	..	9 58	1 4	1 0	0 7
14	Rush, Lusk „	8 23	..	11 35	2 53	5 50	7 53	..	10 8	1 7	1 2	0 9
16	Baldungan „	8 32	..	..	3 2	5 58	..	..	..	1 10	1 4	0 10
17¾	Skerries .. „	8 39	..	11 49	3 9	6 5	8 7	..	10 24	2 0	1 6	0 10
21¾	Balbriggan „	8 51	9 47	12 0	3 21	6 15	8 18	9 2	10 36	2 6	1 9	1 0
24	Gormanston „	8 59	..	..	3 29	6 22	8 26	..	10 44	2 9	2 0	1 2
27	Laytown.. „	9 12	..	12 15	3 42	6 34	..	..	10 56	3 0	2 3	1 4
28¾	Bettystown „	9 20	..	12 21	3 50	6 41	8 40	.	11 8	3 3	2 4	1 5
31½	Drogheda.. „	9 30	10 10	12 30	4 0	6 50	8 50	9 25	11 15	3 6	2 6	1 6

ON SUNDAYS, at 7½, 9, and 11 a.m.; 1, 3, 5, 8¼, & 9½ p.m.

Distance	UP TRAINS.	3 a. m. Mail,	7¾ a. m.	10½ a. m. 1&2 cl	1½ p. m. Mixd	3 p.m Mail	5 p. m.	7 p. m.	9 p. m. Mixd	FARES. 1st	2nd	3d
	STATIONS.	1&2cl	Mixd	quick	Gds.	1&2cl	Mixd	Mixd	Gds.	class.	class.	class
Mls	Drogheda..leaves	3 5	7 45	10 30	1 30	3 30	5 0	7 0	9 0	..	..	..
3	Bettystown arrival	..	7 55	..	1 40	..	5 9	7 10	9 10	0 6	0 4	0 3
4¾	Laytown .. „	..	8 2	10 42	1 47	..	5 15	7 17	9 17	0 8	0 6	0 4
7¾	Gormanston „	..	8 14	..	1 59	..	..	7 29	9 29	1 3	0 9	0 6
10	Balbriggan „	3 25	8 23	10 56	2 8	3 48	5 32	7 38	9 38	1 6	1 0	0 8
14	Skerries .. „	..	8 35	11 6	2 20	..	5 43	7 50	9 50	1 8	1 3	0 9
15¾	Baldungan „	..	8 43	..	2 28	..	..	7 58	..	1 10	1 4	0 10
17¾	Rush, Lusk „	..	8 50	11 20	2 35	..	5 57	8 0	10 5	2 2	1 6	0 11
20½	Donabate.. „	..	8 59	11 26	2 44	..	6 5	8 14	10 14	2 8	1 10	1 1
22¾	Malahide.. „	3 55	9 8	11 33	2 53	4 16	6 12	8 23	10 23	3 0	2 0	1 2
25	Portmarnock „	..	9 16	..	3 1	..	..	8 31	10 31	3 0	2 2	1 3
26½	Baldoyle .. „	..	9 23	..	3 8	..	6 25	8 38	10 38	3 3	2 3	1 4
28	Raheny .. „	..	9 32	..	3 17	..	6 33	8 47	10 47	3 4	2 4	1 5
30½	Clontarf .. „	..	9 40	..	3 25	..	6 41	8 55	10 55	3 6	2 4	1 5
31½	Dublin .. „	4 15	9 45	11 55	3 30	4 35	6 45	9 0	11 0	3 6	2 6	1 6

ON SUNDAYS, at 3, 8, and 10 a.m.; 1, 3½, 5, 7, and 9 p.m.

From Dublin to Malahide at 10 a.m. and 12 n., 3, 4, 5 30, and 10 30 p.m.
On Sundays at 12 noon, 12½, 1½, 2, 4, 6, 7 and 10 p.m.

From Malahide to Dublin at 10 45 a.m., 12 45, 3 45, 4 45, 7 30, and 11 15 p.m.
On Sundays at 3½, 9½, and 11¼ a.m., 12½, 1¼, 2½, 3¼, 4¼, 4½, 5½, 6½, 7½, 8, 8½, 10¼, and 10½ p.m.

DUBLIN AND KINGSTOWN.

Clerk, Thomas F. Bergin.
Treasurer, Jas. Pim, Jun., Dublin.

From both ends on week days, every half-hour from 6 a.m. until 11½ p.m., stopping at all the Stations, viz:—Booterstown, Black Rock, and Salt Hill. An extra train from Kingstown at 9¼ a.m., stopping at Merrion in addition to the usual stations.

An extra train every day, at 4¾ p.m., stopping at Merrion only. This train will convey passengers to Her Majesty's mail packet, starting from Kingstown at 5½ p.m.

The 11 p.m., Up and Down, also stop at Merrion every day.

Sunday trains same hours as on week days, with extra trains every ¼ of an hour, from 11¾ a.m. to 5¾ p.m., and from 7¾ to 10¼ p.m.

FARES.—First class 1s., second class 8d., third class 6d.

The mail bags are conveyed by the 8½ a.m. by Holyhead; 5 and 10 p.m. by Liverpool.

BELFAST TO PORTADOWN

From Belfast to Portadown, 8 and 10* in the morning 12*, 2, 4½*, and 6½* in the afternoon.

From Portadown to Belfast, 8 10* and 10 10 a.m., 12 10*, 2 10, 4 40*, and 6 40* p.m.

ON SUNDAYS, from Belfast, 9* a.m., 3* and 6* p.m.; from Portadown, 9 10 a.m. 3 10 and 6 10 p.m.

FARES—From Belfast to Lisburn, 9d. 6d., 4d.; to Moira, 1s. 6d., 1s., 8d.; to Lurgan, 2s., 1s. 6d., 1s.; to Portadown 2s. 6d., 2s., 1s. 4d.

* Trains thus marked stop at Dunmurry.

RAILWAY FROM OSTEND AND ANTWERP TO COLOGNE.

From **Antwerp** to **Liege** three times a day. Fares, 1st class 9 frs.; 2nd class 6 frs. 75 cts.; 3rd class 4 frs. 25 cts.
From **Ostend** to **Liege** twice a day. Fares, 1st class 15 frs.; 2nd class 11 frs. 50 cts; 3rd class 7 frs. 25 cts.
From **Aix-la-Chapelle** to **Cologne** three ties a day. Fares, 1st class 7 frs. 50 cts.; 2nd class 5 frs. 65 cts.; 3rd class 3 frs. 75 cts.

RAILWAYS ON THE BORDERS OF THE RHINE.

From **Mayence** to **Francfort** on the Main. Fares, 1st class 4 frs. 50 cts.; 2nd class 3 frs. 15 cts.; 3rd class 2 frs. 15 cts.
From **Mayence** to **Wiesbaden.** Fares, 1st class 1 fr. 60 cts.; 2nd class 85 cts.; 3rd class 65 cts.
From **Strasburg** to **Basel.** Fares, 1st class 14 frs.; 2nd class 10 frs. 60 cts.

DEPARTURES FROM BASEL TO SWITZERLAND.

To **Berne** and **Neufchatel** daily, at 5 o'clock a.m. and 2½ p,m.
To **Berne** and **Soleure** daily, at 5½ p.m.
To **Soleure** through **Olden,** Monday, Wednesday, and Saturday, at 4 and 5 p.m.
From **Lucerne** to **St. Gotthard (Milan)** daily, at 5 a.m. and 4 p.m. Journey from Lucerne to Milan in hours.
To **Zurich** daily, at 8½ a.m. and 6½ p.m. | To **Schaffhausen** daily, at 5 a.m.

BADEN RAILWAY—MANNHEIM TO BASEL.

Up Trains.	1	2	3	4	5	6
From	a.m.	a.m.	a.m.	p.m.	pm.	p m.
MANNHEIM	..	‡6 30	10 25	1 30	3 40	6 45
Heidelberg	..	‡7 12	11 5	2 3	4 25	7 28
Carlsruhe	*6 0	§9 15	1 5	..	6 25	9 16
Baden-Baden	7 10	§10 25	2 15	..	7 35	..
Kehl, arrival	8 46	‡2 5	3 42	..	9 11	..
OFFENBURG, arr.	8 36	‡11 52	3 35	..	9 0	..

Down Trains.	1	2	3	4	5	6
From	a.m.	a.m.	a.m.	a.m.	p.m.	..
OFFENBURG	..	..	P6 35	10 50	3 50	7 0
Kehl	..	..	6 25	10 35	3 45	6 50
Baden-Baden.....	..	..	8 3	12 18	5 12	8 27
Carlsruhe	..	6 30	9 20	1 40	6 30	9 38
Heidelberg	5 30	8 15	11 10	3 40	8 30	..
MANNHEIM, arri.	6 3	8 48	‖11 43	Q4 15	Q9 3	..

* After arrival of early Diligence from Stuttgard. † With the early Diligence from Frankfort and Darmstadt. ‡ With the Dilligenceof 1 p.m. to Schaffhausen, Stockach, and Constance. § With the Diligence of 2 p.m. to Freiburg and Basel. ‖ With the Dusseldorf Steamer from Meing at 6 a.m. P With the Dusseldorf Steamer leaving Mannheim for Mainz at 12½ noon. Q With the Dusseldorf Steamers down the Rhine at 6 the following morning.

Fares of Passengers.

	Heidelberg.			Carlsruhe.			Baden-baden.			Kehl.			Offenburg.		
	Carriage Class.			Carriage Class.			Carriage Class.			Carriage Class.			Carriage Class.		
	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3
	G. K.	G. K.	G. K.	G. K.	G. K.	G. K.	G. K.	G. K.	G. K.	G. K.	G. K.	G. K.	G. K.	G. K.	G. K.
Mannheim..	0 51	0 30	0 21	3 18	2 12	1 39	5 6	3 30	..	6 45	4 30	3 24	6 33	4 24	3 18
Heidelberg	..	..	..	2 27	1 39	1 15	4 15	2 57	..	5 57	3 57	3 00	5 42	3 36	2 42
Carlsruhe ..	2 27	1 39	1 15	..	..	..	1 48	1 18	..	3 30	2 21	1 45	3 18	2 12	1 39
Baden-baden	4 15	2 57	..	1 48	1 18	..	..	..	..	2 18	1 39	..	2 6	1 30	..
Kehl	5 57	3 57	3 00	3 30	2 21	1 45	2 18	1 39	..	..	..	..	0 54	0 33	0 24
Offenburg ..	5 42	3 36	2 44	3 18	2 12	1 39	2 6	1 30	..	0 54	0 33	0 24	..	..	..

N.B.—This Railroad will shortly be also open from Offenburg to Freiburg and Basel.

PARIS AND ROUEN RAILWAY, 85 Miles in length.

DOWN	1	2	3	3rd class	5	6	7	8	9	10
From	a.m.	a.m.	noon	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
PARIS	6 0	9 0	12 0	..	2 0	4 0	5 25	7 25	7 50	11 15
Batignolles	..	..	..	1 0	..	..	..	..	..	..
Colombes	..	..	..	..	..	..	..	..	..	..
Houilles	..	..	..	..	..	..	..	..	..	..
Maisons	6 27	9 27	13 27	1 36	2 27	4 27	5 44	..	8 8	..
Etoile de Conflans	6 39	9 39	12 39	..	2 39	4 39	5 52	..	8 25	..
POISSY	6 50	9 50	12 50	2 11	2 50	4 50	6 12	8 9	8 30	..
Vilaines	..	..	..	2 21	..	..	6 18	..	..	..
Triel	7 4	10 4	..	2 33	..	5 4	6 26	..	..	..
Meulan	7 16	10 16	1 16	2 50	3 16	5 16	6 36	8 31	..	..
Epone	..	10 29	..	4 35	3 29	..	6 49	..	..	..
MANTES	7 50	10 50	1 50	4 6	3 50	5 50	7 0	9 5	..	..
Rosny	8 2	11 2	2 2	4 24	4 2	6 2	..	9 15	..	..
Bonnieres	8 12	11 12	2 12	4 43	4 12	6 12	..	9 26	..	..
Vernon	8 30	11 30	2 30	5 19	4 30	6 30	..	9 45	..	..
Gaillon	8 51	11 51	2 51	6 0	4 51	6 51	..	10 6	..	..
St. Pierre (Lou.)	9 14	12 14	3 14	6 40	5 14	7 14	..	10 25	..	..
Pont-de-l'Arche	9 35	12 35	3 35	7 39	5 35	7 35	..	10 48	..	..
Tourville	..	12 44	..	..	5 51	..	..	..	..	..
Oissel	9 44	..	3 44	7 55	..	7 44	..	10 58	..	..
ROUEN, arrival	10 0	1 0	4 4	8 20	6 4	8 0	..	11 15	..	6 15

UP	1	2	3	4	3rd class	6	7	8	9	10
From	a.m.	a.m.	a.m.	noon	p.m.	p.m.	p.m.	p.m.	a.m.	p.m.
ROUEN	6 0	..	9 0	12 0	1 30	4 0	6 0	..	1 0	10 45
Oissel	6 16	..	..	12 16	1 57	4 16	..	..	..	..
Tourville	..	..	9 18	..	..	..	6 19	..	..	..
Pont-de-l'Arche	6 28	..	9 28	12 28	2 21	4 28	6 28	..	..	..
St. Pierre (Lou.)	6 49	..	9 48	12 48	3 0	4 48	6 49	..	..	..
Gaillon	7 12	..	..	1 10	3 47	5 10	..	..	..	..
Vernon	7 32	..	10 29	1 29	4 30	5 29	7 32	..	..	..
Bonnieres	7 48	..	10 46	1 46	5 5	5 46	7 48	..	..	..
Rosny	8 4	..	11 0	2 0	5 31	6 0	8 4	..	..	..
MANTES	8 24	6 45	11 19	2 19	5 57	6 19	8 24	..	..	..
Epone	..	6 57	11 32	..	6 35	..	8 36	..	..	..
Meulan	8 51	7 12	11 47	2 47	6 56	6 47	8 51	..	..	..
Triel	..	7 23	..	2 57	7 12	..	9 0	..	..	..
Vilaines	..	7 31	..	..	..	..	9 7	..	..	..
POISSY	9 17	7 39	12 11	3 11	7 38	7 11	9 17	10 15	..	..
Etoile de Conflans	9 30	7 51	12 22	3 22	..	7 22	9 30	10 26	..	..
Maisons	9 42	7 59	12 29	3 29	8 6	7 29	9 42	10 33	..	..
Houilles	..	8 7	..	..	..	..	..	10 40	..	..
Colombes	10 0	8 17	12 46	3 46	8 29	7 46	10 0	10 48	..	..
Batignolles, arrivl	..	..	..	..	8 45	..	..	..	..	5 43
PARIS, arrival	10 15	8 30	1 0	4 4	..	8 0	10 15	11 0	5 0	..

Fares.—From Paris, first class 16 francs, second, 13 francs, third, 10 francs. The 3rd class fare by the trains leaving Batignolles at 1 p.m. and Rouen at 1 30 p.m. is 6 francs.

PARIS AND ORLEANS.

UP TRAINS.	1	2	3	4	5 Goods	6	7	8 Goods
Departs from	a.m.	a.m.	a.m.	noon	p.m.	p.m.	p.m.	p. m.
Paris	7 0	8 30	9 0	12 0	12 15	5 0	7 0	10 30
Juvisy	7 28	8 56	9 28	12 28	1 0	5 8	7 26	..
De Savigny	..	..	9 37	12 37	..	5 27	..	..
Epinay	..	..	9 44	12 44	1 12	5 34	..	..
Saint-Michel	7 50	9 15	9 57	12 57	1 32	5 47	7 45	12 9
Bretigny	..	..	10 4	1 4	1 40	6 54	..	..
Marolles	8 5	..	10 15	1 15	1 54	6 15	..	..
Lardy	..	..	10 25	1 25	2 24	6 25	..	..
Etrechy	..	..	10 41	1 41	2 50	6 41	..	..
Etampes	8 46	10 1	10 55	2 5	3 27	7 5	8 31	2 33
Aiguille de Guill	9 0	10 15	..	2 19	3 51	7 19	8 45	3 4
Angerville	9 14	..	..	2 33	4 16	7 33	..	..
Toury	9 41	10 47	..	3 0	4 56	8 0	9 17	4 24
Artanay	10 4	..	..	3 23	5 30	8 23	..	..
Chevilly	10 18	..	..	3 37	5 46	8 37	..	..
Orleans arr.	10 40	11 30	..	4 0	6 15	9 0	10 0	6 0

DOWN TRAINS.	1	2	3	4	11 Goods	6	7	8 Goods
Departs from	a.m.	a.m.	a.m.	p.m.	p.m.	p.m	p.m	p.m.
Orleans	..	6 15	7 0	12 15	1 15	6 0	6 30	10 30
Chevilly	..	..	7 24	12 39	1 48	..	6 54	..
Artenay	..	..	7 36	12 51	2 3	..	7 6	..
Toury	..	7 3	8 3	1 18	2 45	6 48	7 33	12 25
Angerville	..	..	8 26	1 41	3 20	..	7 56	..
Etampes	7 0	7 55	9 6	2 21	4 24	7 40	8 36	3 1
Etrechy	7 15	..	9 21	2 36	4 48	..	8 51	..
Lardy	7 31	..	9 37	2 52	5 28	..	9 7	..
Marolles	7 40	..	9 46	3 1	5 39	..	9 16	..
Bretigny	7 51	..	9 57	3 12	5 53	..	9 27	..
Saint Michel	8 2	8 35	10 8	3 23	6 9	8 21	9 38	4 40
Epinay	8 11	..	10 17	3 32	6 21	..	9 47	..
De Savigny	8 18	..	10 24	3 39	..	..	4 0	..
Juvisy	8 25	8 50	10 30	3 45	6 33	8 35	..	..
Paris arriv.	8 55	9 15	11 0	4 15	7 15	9 0	10 30	6 0

An Alphabetical List of the Distances,

IN ENGLISH MILES,

OF THE PRINCIPAL TOWNS FROM LONDON,

TO WHICH ARE ADDED,

Those between some of the Continental Towns.

	Miles.
Abbeville	190
Aix-la-Chapelle	330
Amsterdam	248
Arnhem	270
Baden-Baden	630
Basel	780
Berlin	644
Berlin, from Hamburgh	175
Bern	830
Bieberich	510
Bonn	420
Bordeaux, from Paris	346
Breslau, from Berlin	276
Breslau, from Dresden	154
Brussels	250
Carlsruhe	625
Caub	485
Cologne	458
Constance	820
Dijon, from Paris	318
Dresden, from Prague	94
Dusseldorf	368
Elberfeld	388
Emmerich	300
Florence	1160
Frankfort O. M.	544
Frieburg	739
Gand	177
Geneva	1080
Gratz, from Vienna	120
Hague	212
Havre, by Brighton	137
Havre, by Southampton	198
Heidelberg	589
Kehl	684
Leghorn	1240
Leipzig, from Frankfort O. M.	210
Liege	300
Lyons, from Paris	290
Mainz	571
Mannheim	630
Milan	942
Milan, from Venice	200
Magdeburg, from Hamburg	157
Magdeburg, from Leipzig	74
Magdeburg, from Dresden	134
Marseilles, from Paris	500
Munich, from Frankfort O. M.	214
Munich, from Vienna	276
Moscow	1396
Naples	1450
Neurenburg, from Frankfort O. M.	126
Neurenburg, from Leipzig	159
Offenburg	608
Prague, from Vienna	196
Prague, from Frankfort O. M.	290
Prague, from Dresden	241
Paris, by Brighton	340
Paris, by Southampton	1380
Rome	1160
Ronen, by Brighton	157
Rouen, by Southampton	286
Stuttgardt	678
Schaffhausen	790
St. Petersburg, from Berlin	1060
Strasbourg, from Paris	285
Trieste, from Venice	319
Utrecht	230
Vienna, from Frankfort O. M.	487
Vienna, from Trieste	319
Venice, from Milan	200
Wiesbaden	520
Zurich	830

LIST OF RAILROADS now open on the Continent, and the FARES.

The Fares are in the Coins of each Country, and reduced into English Currency: th. thalers and silbgros; g. guilders, kreutzers, and cents; fr. francs and centimes.

FROM.	Mls.	DESTINATION.	1ST CLASS.				2ND CLASS.				4-WHEEL CARR.			
					s.	d.			s.	d.			s.	d.
Aix-la-Chapelle..	43	Cologne .....th.	2	..	6	0	1	15	4	6	11	..	33	0
Amsterdam	25	Utrecht.....g.	1	80	3	0	1	40	2	4	12	..	20	0
Amsterdam	..	Arnhem	..	..	....		..	..	....		..	..	....	
Antwerp.....	28	Brussels .....fr.	3	25	2	7	2	50	2	0	27	..	21	7
Antwerp.....	150	Cologne .....fr.	21	..	16	10	16	..	12	10	144	..	115	2
Antwerp.....	96	Lille	..	..	....		..	..	....		..	..	....	
Antwerp.....	107	Aix-la-Chapelle. fr.	13	50	10	10	10	50	8	5	102	..	81	7
Augsburg	39	Munich .....g.	3	..	6	0	2	12	4	5	20	..	40	0
Basel	86	Strasburg.....fr.	13	95	11	2	10	60	8	6	50	..	40	0
Berlin.....	200	Dresden	..	..	....		..	..	....		..	..	....	
Berlin.....	53	Frankfort on O. th.	2	10	7	0	1	15	4	6	6	..	18	0
Berlin.....	140	Leipzig.....th.	5	15	16	6	3	20	11	0	27	..	81	0
Berlin.....	128	Magdeburg....th.	4	20	14	0	3	5	9	6	25	..	75	0
Berlin.....	18	Potsdam .....th.	..	20	2	0	..	15	1	6	..	12½	1	3
Berlin.....	90	Stettin	..	..	....		..	..	....		..	..	....	
Bonn	16	Cologne .....th.	..	15	1	6	..	10	1	0	..	..	....	
Breslau	53	Oppeln.....th.	2	16	7	8	1	18	4	10	7	..	21	0
Brunswick.....	44	Hanover .....th.	..	20	2	0	..	18	1	10	..	..	....	
Brussels.....	142	Cologne.....fr.	20	50	16	5	15	50	12	5	141	..	112	10
Brussels.....	59	Valenciennes ..fr.	6	..	4	10	4	75	3	10	..	..	....	
Budweis.....	64	Lintz .....g.	3	..	5	0	2	..	3	4	..	..	....	
Carlsruhe	21	Baden .....g.	1	30	2	6	1	..	1	8	..	..	....	
Carlsruhe	48	Offenbourg ....g.	3	18	5	6	2	12	3	8	..	..	....	
Dresden.....	60	Leipzig .....th.	2	8	6	10	1	8	3	10	13	..	39	0
Dresden.....	134	Magdeburg	..	..	....		..	..	....		..	..	....	
Dusseldorf.....	18	Elberfeld..... th.	..	25	2	6	..	18	1	10	4	..	12	0
Frankfort O. M..	21	Mainz.....g.	2	6	3	6	1	27	2	5	8	15	13	10
Frankfort O. M..	26	Wiesbaden ....g.	2	42	4	6	1	48	3	0	9	12	15	5
Hague.....	47	Amsterdam ....g.	3	65	6	1	2	45	4	1	..	..	....	
Heidelberg.....	14	Mannheim .....g.	..	51	1	5	..	30	0	10	5	6	8	7
Heidelberg.....	33	Altenburg.... th.	1	12	4	3	..	26	2	8	..	..	....	
Leipzig	73	Baden .....g.	5	6	8	7	3	30	5	10	28	39	48	1
Mannheim.....	52	Carlsruhe .....g.	3	18	5	6	2	12	3	8	19	39	33	0
Mannheim.....	93	Kehl .....g.	6	45	11	3	4	30	7	6	40	30	68	0
Mannheim.....	100	Offenbourg ....g.	6	38	10	11	4	24	7	4	39	18	66	0
Ostend	92	Antwerp .....fr.	9	25	7	5	7	..	5	7	75	..	60	0
Ostend	89	Brussels .....fr.	9	25	7	5	7	..	5	7	75	..	60	0
Ostend	169	Aix-la-Chapelle. fr.	19	50	15	7	15	25	12	2	165	..	132	0
Ostend	212	Cologne.....fr.	27	..	21	7	20	75	16	7	207	..	165	7
Paris	18	Corbeil .....fr.	3	..	2	5	2	40	1	11	20	..	16	0
Paris	75	Orleans.....fr.	15	..	12	0	12	60	10	1	82	..	65	7
Paris	84	Rouen .....fr.	16	..	12	10	13	..	10	6	61	..	48	10
Paris	5	St. Cloud .....fr.	..	80	0	8	..	60	0	6	..	..	....	
Paris	12	St. Germain....fr.	2	..	1	7	1	50	1	3	..	..	....	
Paris	12	Versailles.....fr.	2	..	1	7	1	50	1	3	..	..	....	
Rouen.....	84	Paris .....fr.	16	..	12	10	13	..	10	6	60	..	48	0
Vienna	40	Glognitz .....g.	3	29	6	8	2	30	5	0	..	..	....	
Vienna	120	Gratz.....	..	..	....		..	..	....		..	..	....	
Vienna	132	Ollmutz.....g.	11	12	23	5	..	..	14	0	..	..	....	
							7							

PLACES OF AMUSEMENT, &c. IN THE METROPOLIS.

OPEN ON CERTAIN DAYS, AS UNDER.

1 Asiatic Museum, Grafton-street .....Monday, Wednesday, and Friday.
2 British Museum, Great Russell-st.....Monday, Wednesday, and Friday.
Chelsea Military Academy .....Wednesday and Friday.
1 College of Surgeons' Museum.....Monday, Wednesday, and Saturday.
1 Dulwich Gallery .. Monday, Tuesday, Wednesday, Thursday, Saturday.
East India Company's Museum, Bond street.....Tuesday.
1 Faraday's Lectures, Royal Institution, Tuesday, Thursday, & Saturday.
Greenwich Hospital..... .....Monday and Friday.

OPEN DAILY.

Adelaide Gallery, Lowther Arcade.
1 Antiquarian Museum, Guildhall.
1 Ashburton Collection, Piccadilly.
1 Botanic Gardens, Chelsea.
Botanical Gardens, Gravesend.
1 Botanic Gardens, Regent's Park.
British Institution, Pall Mall.
Chelsea Hospital.
Chinese Collection, Hyde Park Corner.
Chinese Exhibition, Newgate-street.
Cosmorama, 209, Regent Street.
Colosseum, Regent's Park
Diorama, Regent's Park.
Fancy Glass Exhibition, Strand
1 Geological Museum, Somerset House
Greenwich Observatory.
1 Grosvenor Gallery, Upper Grosvenor Street.
Industrious Fleas, 167 Strand.
1 Horticultural Gardens, Chiswick.
House of Lords.
1 Hunterian Museum, College of Surgeons
2 Kew Gardens.
Madame Tussaud and Son's, Baker Street, from 11 a.m. till 10 p.m.
Monument.
1 Miss Linwood's Exhibition of Needlework, Leicester-square
Require Tickets. 2 Are Free. The rest must be paid for.
2 Missionary Museum, Bishopsgate Street.
Napoleon Museum, Egyptian Hall
Pantheon, Oxford Street.
2 Panorama, (Burford's) Leicester-square
Polytechnic Institution, Regent-street
Rome (Model of) 121 Pall Mall.
St. Paul's.
Thames Tunnel, Rotherithe
The Tower.
Westminster Abbey.
Woolwich Arsenal.
Zoological Gardens, Regent's Park.
Ditto. Surrey.

The Battle of Waterloo.—Captain Lisbon's Models.—The Original large Model of the Battle of Waterloo, on a surface of 420 square feet. The Model shows the Grand Charge of the British Cavalry, led by the Marquis of Anglesey, and of the Infantry by Sir Thos. Picton.—Open, daily, from 11 in the morning till 9 in the evening.

RESIDENCES OF FOREIGN AMBASSADORS AND CONSULS.

PASSPORTS OBTAINED AT EACH.

America .....Ambassador's residence, 45, Grosvenor-place; Consul's office, 1, Bishopsgate churchyard.
Austria.....Ambassador's residence, 7, Chandos-street, Cavendish square
Baden .....Consul's office, 6, Great Winchester-street.
Bavaria.....Ambassador's residence, 3, Hill-street, Berkeley-square; Consul's office, 11, Bury's-court, St. Mary Axe.
Belgium .....Ambassador's residence, 50, Portland-place; Passport office, 9 A, Weymouth-street, Portland-place.
Brazil .....Ambassador's residence, 10, York-place, Portman-square,; Consul's office, 3, Howford-bld., Fenchchurch-st.
Denmark .....Ambassador's residence, 10, Wilton-crescent; Consul's office, 6, Warnford-court, Throgmorton-street.
Frankfort.....Consul's office, 12, Broad-street Buildings.
France .....Ambassador's residence, Manchester-house, Manchester-square; Passport office, 6, Poland-street, Oxford-street; Consul's office, 3, Copthall-buildings, Copthall-court.
Hanover .....Ambassador's residence, 44, Grosvenor-place; Consuls office, 6 Circus, Minories.
Netherlands.....Ambassador's residence, 28, Wilton-crescent; Consul's office, 123, Fenchchurch-street.
Prussia.....Ambassador's residence, 4, Carlton-terrace; Consul's office, 106, Fenchchurch-street.
Russia .....Ambassador's residence, 30, Dover-street, Piccadilly; Consul's office, 1, Copthall-buildings, City.
Sardinia .....Ambassador's residence, 11, Grosvenor-street; Consul's office, 27, New Broad-street, City.
Portugal .....Ambassador's residence, 57, Upper Seymour-street; Consul's office, 31, Old Jewry.
Saxony .....Ambassador's residence, 8, Chesterfield-street, May Fair; Consul's office, 27, New Broad-street, City.
Sicily.....Ambassador's residence, 15, Princess-street, Cavendish-square.
Spain.....Ambassador's residence, 2, Cumberland-st., Portman-sq.; Consul's office, 37, Broad-st. chambers, Old Broad-st.
Sweden.....Ambassador's residence, 13, Halkin-st., Belgrave-sq.; Consul's office, 27, Great St. Helens, Bishopsgate-st.

TABLE

SHEWING THE AMOUNT OF LUGGAGE ALLOWED TO EACH PASSENGER FREE OF CHARGE BY THE RESPECTIVE COMPANIES.

Names of Railways.	1st Class	2nd Class	3rd Class	Terms of excess.
	lbs.	lbs.	lbs.	
Arbroath and Forfar				According to weight and distance.
Belfast and Portadown	56	45	28	According to weight and distance.
Bolton and Leigh	100	100	100	According to weight and distance.
Bristol and Birmingham	112	60	30	According to weight and distance.
Chester and Birkenhead	100	100	100	According to weight and distance.
Dublin and Kingstown				
Dublin and Drogheda	100	80	50	1s. 6d. ℔ 100 lbs. the whole length.
Dundee and Arbroath	56	56	56	6d. ℔ cwt. for the whole distance.
Dundee and Newtyle	25	25	25	According to weight and distance.
Durham and Sunderland	56	56	56	According to weight and distance.
Eastern Counties, Colchester Line	84	56	56	According to weight and distance.
Ditto Cambridge Line	84	56	56	According to weight and distance.
Edinburgh and Glasgow	112	84	56	According to weight and distance.
Garnkirk and Glasgow				
Glasgow, Paisley, & Greenock	112	112	56	6d. ℔ cwt.
Great Western	112	56	—	According to weight and distance.
Great North of England	100	100	100	According to weight and distance.
Glasgow and Ayr	56	56	56	According to weight and distance.
Grand Junction	100	100	100	½d. ℔ lb under 20 miles; ¼d. under 35; ¾d. under 70; and 1d. above 70 miles.
Hull and Selby				
Lancaster and Preston	100	60	56	2s. 6d. ℔ cwt.
Liverpool and Manchester	100	100	56	3s. ℔ cwt.
London and Birmingham	100	100	56	¼d. ℔ lb for 20 miles; ½d. from 20 to 56; and 1d. above 56 miles.
London and Croydon	56	56	56	1s. ℔ cwt. and 8d. for every additional cwt.
London and Blackwall	60	60	—	According to weight and distance.
London and Brighton	84	56	40	1s. 6d. ℔ qr., and 6d. for every additional qr.
London and Greenwich	56	56	56	2d. ℔ quarter.
London and South Western	112	56	28	3s. ℔ cwt.
Manchester and Bolton				
Manchester and Birmingham	100	100	60	According to weight and distance.
Manchester and Leeds	112	60	40	½d. ℔ lb for 30 miles & under; above 30, ½d. ℔ lb. [the whole distance.
Maryport and Carlisle	84	—	—	½d. ℔ lb for 25 miles & under, ½d. above, and for
Newcastle and Darlington	100	100	100	According to weight and description.
Newcastle and North Shields	56	56	56	According to weight and distance.
Midland	100	100	56	According to weight and distance.
North Union	100	100	56	
Paisley and Renfrew				
Preston and Wyre				
South Eastern	84	56	56	1s. 6d. ℔ qr., and 6d. for every additional qr.
Stockton and Darlington	100	100	100	According to weight and distance.
Stockton and Hartlepool				
Sheffield and Rotherham				
Sheffield and Manchester	60	60	60	According to weight and distance.
Taff Vale				
Yarmouth and Norwich	112	60	60	According to weight and distance.
York and North Midland	100	100	100	2s. ℔ cwt. to Leeds, Normanton, and Selby.

TABLE OF HACKNEY COACH FARES, MEASURED FROM EUSTON STATION, LONDON.

	Coach. s. d.	Cab. s. d.
Adelphi-terrace, Strnd, any prt	2 0	1 4
Aldersgt-st, Westmorlnd-bdgs.	2 6	1 8
Aldgate Pump	3 0	2 0
Albany, Piccadilly	2 0	1 4
Baker-street, Crawford-street	1 6	1 0
Balls Pond-rd., Elizabeth-pl.	3 0	2 0
Battersea Bridge, the Swan	5 0	3 4
*Bank of England	3 0	2 0
Battersea, the Raven	5 6	3 8
Bayswater-road, Albion-street	2 6	1 8
„ Flora Tea Gardens	3 0	2 0
Bedford-row, any part	1 6	1 0
Bedford-square, any part	1 0	0 8
Belgrave-square, Halkin-st.	3 0	2 0
Berkeley-square, Berkeley-st.	2 0	1 4
Bermondsey-st, Snow's-fields	3 6	2 4
Bishopsgate-st., Union-st.	3 0	2 0
Blackfriar's-road, Stamford-st.	2 6	1 8
„ Surrey Theatre	3 0	2 0
*Blackwall Railway Terminus, London-street	3 0	2 0
Blackwall, Norfolk-street	6 6	4 4
Bloomsbury-sq. Southmptn-st	1 0	0 8
Bond-street, Stafford-street	2 0	1 4
British Museum	1 0	0 8
Brixton, Carlton-terrace	4 6	3 0
„ Prince of Wales	5 6	3 8
„ Park-place	5 0	3 4
Brompton, Brompton-square.	3 6	2 4
Brunswick-square, any part	1 0	0 8
Bryanstone-square, any part	2 0	1 4
Buckingham Gate	3 0	2 0
*Brighton Railway Terminus, London Bridge	3 6	2 4
Camberwell, Bethell-place	4 0	2 8
„ Green, Red Cap	4 6	3 0
Camden Town, Union-terrace	1 0	0 8
Cavendish-square, any part	1 6	1 0
Chairing Cross, any part	2 0	1 4
Cheapside, 30 yards beyond Bow Church	2 6	1 8
Chelsea College	4 6	2 8
Chelsea, Church-st., King's-rd.	4 6	3 0
Chiswell-street, Bunhill-row	2 6	1 8
City, road, River-terrace	1 6	1 0
„ Windsor-place	2 0	1 4
„ Castle-street	2 6	1 8
Clapham-road, Holland-street	4 6	3 0
„ Stockwell-road	4 6	3 0
Clerkenwell Green, any part	2 0	1 4
Commercial-road, Dock-street	4 0	2 8
„ Heath-st.	4 6	3 0
„ Dalgleish st.	5 0	3 4
„ Limehouse causeway	5 6	3 8
Covent Garden Theatre	1 6	1 0
„ Piazza	1 6	1 0
„ Hummums	2 0	1 4
*Croydon Railway Terminus, London Bridge	3 6	2 4
Curzon-street, any part	2 6	1 8
Dalston, Mason's-row	3 6	2 4
„ 25 yards short of Hackney Brook	4 0	2 8
Dean-st., Soho, Compton-st.	1 6	1 0
Dockhead, Roman Catholic Church, Parker's Row	4 0	2 8
Drury-lane Theatre, Pit Door, in Russell-street	1 6	1 0
*East India House	3 0	2 0
*Eastern Counties Railway Terminus, Shoreditch	3 0	2 0
Eaton-square, West end	3 6	2 4
Edgeware-road, Nutford-place	2 0	1 4
Finsbury-square, any part	3 0	2 0
Fleet-street, any part	2 0	1 4
Gerrard-st, Soho, Nassau-st.	1 6	1 0
Gloucester-pl., LowerYork-pl.	1 6	1 0
Goswell-street, Allen-street	2 0	1 4
Gray's Inn-road, 15 yards short of the Free Hospital	1 0	0 8
Gray's Inn-lane, Portpool-lane	1 6	1 0
*Great Western Railway Terminus, Paddington	2 6	1 8
*Greenwich Railway Terminus London Bridge	3 6	2 4
Grosvenor-place, Chester-st.	3 0	2 0
„ sq., North Audley-st.	2 0	1 4
Guildford-st., Doughty Mews	1 0	0 8
Hackney-road, Green-gate	3 0	2 0
„ Gloucester-place	3 6	2 4
Hackney, North-street	4 0	2 8
„ St. Thomas's-square	4 6	3 0
Hampstead-rd, Chalk Farm-ln.	1 6	1 0
„ Pond-street	3 0	2 0
Hanover-square, any part	2 0	1 4
Harley-street, New-road	1 0	0 8
Haymarket, any part	2 0	1 4
High-st, Marylebone, any part	1 6	1 0
Holborn, Chancery-lane	1 6	1 0
Horse Guards, 105 yds beyond	2 0	1 4
Islington, Liverpool-road	1 6	1 0
„ Cross-street	2 0	1 4
„ the Cock	2 6	1 8
Kennington-lane, Durham-st.	4 0	2 8
„ Turnpike	4 0	2 8
Kensington Gore, Hlfway House	3 6	2 4
„ National School	4 6	3 0
„ Gravel Pits, Peterboro'-pl	3 6	2 4
Kent-road, East-street	4 0	2 8
„ Doncaster-place	4 6	3 0
Kentish Town, Trafalgar-pl.	1 6	1 0
„ Francis-ter.	2 0	1 4
Kilburn Wells	3 6	2 4
„ Road, 100 yds. beyond Aberdeen-place	3 0	2 0
Kingsland-rd., Wellington-st.	3 0	2 0
„ 60 yds. beyond the Regent's Canal	3 6	2 4
Kingsland, Cock and Castle	3 6	2 4
Knightsbridge, the Chapel	3 0	2 0
Lambeth, York-place, centre	3 0	2 0
„ Old Church	3 6	2 4
Leicester-square, any part	2 0	1 4
Lincoln's Inn-fields, any part	1 6	1 0
London Bridge, Surrey side	3 0	2 0
Long Acre, any part	1 6	1 0
Maida Hill, St. John's Wood-rd	2 6	1 0
Manchester-square, any part	2 0	1 4
*Mansion House, the	3 0	2 0
Middlesex Hospital, first Gate	1 0	0 8
Mile End Turnpike	4 0	2 8
*Mint, the	3 6	2 4
Montague-square, any part	2 0	1 4
New-road, Quebec-street	1 6	1 0
*Newgate-street	2 6	1 8
Newington Butts, Elephant and Castle	3 6	2 4
Old Palace Yard, Abingdon-st	2 6	1 8
Old-street-road, Wood-street	2 6	1 8
Ordnance Office, Pall Mall	2 0	1 4
xford-street, Princess-street	1 6	1 0
„ Portman-street	2 0	1 4
Oxfrd, or Cambdg, ter., Sale-st.	2 0	1 4
Paddington, Bell-street	2 0	1 4
Pall Mall, D. of York Column	2 0	1 4
Park-lane, Grosvenor-gate	2 6	1 8
Park-road, Park-st., Dorset-sq.	1 6	1 0
„ Lodge-rd, Regent's Park	2 0	1 4
Pentonville, St. James's Chapel	1 0	0 8
Piccadilly, Albany	2 0	1 4
„ Ranger's Lodge	2 6	1 8
Pimlico, Eccleston-street	3 6	2 4
Poplar, Harrow-lane	5 0	3 4
Portland-pl., Devonshire-st.	1 0	0 8
Portland-st., NewCavendish-st	1 0	0 8
Portman-square, any part	2 0	1 4
PostOffice, St Martin's-le-grnd	2 6	1 8
Queen's-sq, Blmsbury, any pt.	1 6	1 0
„ Westminster, ditto	3 0	2 0
Queen's Elm, Old George	4 0	2 8
Ratcliff Highway, Denmark-st	4 0	2 8
Regent street, Princess-street	1 6	1 0
Regent's Park, Cambridge-terrace, south end	1 0	0 8
„ „ Ulster-terrace	1 0	0 8
„ Clarence-ter, south end	1 6	1 0
„ St. Catharine's Col.	1 0	0 8
Rotherhithe, Marygold-street	4 6	3 0
Russell-square, any part	1 0	0 8
Skinner-street, Sea Coal-lane	2 0	1 4
St. James's-street, any part	2 6	1 8
St. John's-street, Smithfield	2 0	1 4
St. John's Wood Road, Hamilton-terrace	2 6	1 8
St. Martin's-lane, New-street	1 6	1 0
St. Paul's Church-yd., any part	2 6	1 8
Shadwell, Shadwell Market	4 6	3 0
Shoreditch, Church-street	3 0	2 0
Sloane-street, Exeter-street	3 6	2 4
Smithfield, Long-lane	2 0	1 4
Soho-square, any part	1 6	1 0
South Lambeth, Crwn&Thistle	4 0	2 8
South Western Railway Terminus, Nine Elms	4 0	2 8
Stamford-street, Hatfield-st.	2 6	1 8
Stockwell, Garden-row	5 0	3 4
Strand, any part	2 0	1 4
Surrey Zoological Gardens, Manor-place	3 6	2 4
Titchfield-st, Marylebone-st.	1 0	0 8
Tooley-street, Weaver's-lane	3 6	2 4
Tottenham-ct-rd., Bedford-sq.	1 0	0 8
Tower-street, Mark-lane	3 0	2 0
Vauxhall-bdge-rd, Trellick-st.	3 6	2 4
„ „ Surrey side	3 6	2 4
Victoria Theatre	2 6	1 8
Walcot-place, Pownall-terrace	3 6	2 4
Walworth, Manor-place	3 6	2 4
Wandsworth-road, 100 yards beyond Wellington-place	4 0	2 8
Wapping, Dundee Wharf	4 0	2 8
„ Dock-stairs	4 6	3 0
Waterloo-bridge, Surrey side	2 0	1 4
Watling-street, Queen-street	2 6	1 8
Welbeck-st., LittleWelbeck-st	1 6	1 0
Westminster Abbey, west door	2 6	1 8
„ Bridge, centre	2 6	1 8
Whitechapel, Union-street	3 6	2 4
Whitehall, 105 yards beyond the Horse Guards	2 0	1 8
Wimpole-st., Wigmore-street	1 6	1 0
Wood-street, Fell-street	2 6	1 4

* With the exception of those places marked (*), the above Table shews the extreme point of the respective Fares. Information relative to disputed Charges will be given at the Branch Office.

Table of Hackney Coach and Cab Fares,

Measured from the Great Western Station, Paddington.

N.B.—This Railway Station being beyond three miles from the Post Office, Back Fare—8d. for Cabs, 1s. for Coaches—can be demanded after 8 o'clock p.m., and before 5 a.m.

	Coach. s. d.	Cab. s. d.
Adelphi-ter., Strand, any part	3 0	2 4
Aldrsgt.-st., Westmrland-bdgs	4 6	3 0
Aldgate Pump	5 0	3 4
Albany, Piccadilly	2 6	1 8
Baker-street, Crawford-street	1 6	1 0
Ball's Pond-rd., Elizabeth-pl.	0 0	0 0
Battersea-bridge, the Swan	4 6	3 0
Bank of England	4 6	3 0
Bedford-row, any part	3 6	2 4
Bedford-square, any part	3 0	2 0
Belgrave-square, Halkin-st...	2 6	1 8
Berkeley-square, Berkeley-st.	2 0	1 4
Bermondsey-st., Snow's-fields	5 6	3 8
Bishopsgate-street, Union-st.	5 0	3 4
Blackfriars-rd, Stamford-st...	4 6	3 0
„ Surrey Theatre	4 6	3 0
Blackwall Railway Terminus, London-street	5 0	3 4
Blackwall, Norfolk-street	8 6	5 8
Blmsbury-sq., Southmptn-st.	3 0	2 0
Bond-street, Stafford-street	2 0	1 4
British Museum	3 0	2 0
Brixton Church	6 0	4 0
„ Vassal-road	5 0	3 4
„ Park-place	5 6	3 8
Brompton, Brompton-square	3 0	2 0
Brunswick-square, any part	3 0	2 0
Bryanstone-square, any part	1 6	1 0
Buckingham-gate	3 0	2 0
Brighton Railway Terminus, London Bridge	5 0	3 4
Camberwell-green, Red Cap	6 0	4 0
Camden-town, Union-terrace	3 0	2 0
Cavendish-square, any part	2 0	1 4
Chpside, 30 yds beynd BowCh.	4 6	3 0
Chelsea College	4 0	2 8
Charing-cross—Statue	3 0	2 0
Chiswell-street, Bunhill-row	4 6	3 0
City-road, River-terrace	3 6	2 4
„ Windsor-place	4 0	2 8
„ Castle-street	4 6	3 0
Clapham-road, Holland-street	5 0	3 4
„ Stockwell-road	5 0	2 4
Clerkenwell-green, any part	4 0	2 8
Commercial-rd, Dock-street	6 6	4 4
„ Heath-street	7 0	4 8
„ Dalgleish-st.	7 6	5 0
„ Limehouse-causeway	8 0	5 4
Covent Garden Theatre	3 0	2 0
Covent Garden Piazza	3 0	2 0
Croydon Railway Terminus, London-bridge	5 0	3 4
Curzon-street, any part	2 0	1 4
Dalston, Mason's-row	5 6	3 8
„ 25 yds short of Hackney Brook	6 0	4 0
Dean-st., Soho, Compton-st.	2 6	1 8
Dockhead, Roman Catholic Chapel, Parker's-row	6 0	4 0
Drury-lane Theatre, pit-door in Russell-street	3 0	2 0
East India House	5 0	3 4
Eastern Counties Railway Terminus, Shoreditch	5 6	3 8
Eaton-square, West-end	0 0	0 0
Finsbury-square, any part	4 6	3 0
Fleet-street, any part	3 6	2 4
Gerrard-st., Soho, Nassau-st.	2 6	1 8
Gloucester-pl., Lower York pl.	1 6	1 0
Goswell-street, Allen street	4 0	2 8
Gray's Inn-road, 15 yds. short of the Free Hospital	3 6	2 4
Gray's Inn-lane, Portpool-ln.	3 6	2 4
Greenwich Railway Terminus, London-bridge	5 0	3 4
Grosvenor place, Chester-st.	2 6	1 8
„ square, N. Audley-st.	2 0	1 4
Guilford:st, Doughty-mews	3 0	2 0
Hackney-road, Greengate	6 0	4 0
„ Gloucester-pl.	6 6	4 4
Hackney, North-street	0 0	0 0
„ St. Thomas's-square	0 0	0 0
Hampstead-rd, Chalk Farm-ln	2 6	1 8
„ Pond-street	0 0	0 0
Hanover-square, at any part	2 0	1 4
Harley-street, New-road	1 6	1 0
High-st., Marylebone, any prt	1 6	1 0
Holborn, Chancery-lane	3 0	2 0
Horse Guards, 105 yds beyond	3 6	2 4
Islington, Liverpool-road	4 0	2 8
„ Cross-street	4 6	3 0
„ The Cock	0 0	0 0
Kensingtn-ln., Durham-st.	5 0	3 4
„ Turnpike	0 0	0 0
Kensingtn-gore, Hlfway House	3 6	2 4
„ National School	2 0	1 4
„ Gravel Pits, Peterborough-place	1 6	1 0
Kent-road, Lord Nelson	6 0	4 0
„ Alfred-place	5 6	3 8
Kentish-town, Trafalgar-sq.	3 6	2 4
„ Francis-terrace	4 0	2 8
Kilburn Wells	0 0	0 0
Kingsland-road, York-terrace	6 0	4 0
„ 50 yds. beyond the Regent's Canal	5 6	3 8
Kingsland, Cock and Castle	6 0	4 0
Knightsbridge, the Chapel	2 6	1 8
Lambeth, York pl., the centre	0 0	0 0
„ Old Church	4 6	3 0
Leicester-square, any part	3 0	2 0
Lincoln's Inn-fields, any part	3 6	2 4
London & Birmingham Railway, Euston-square	2 6	1 8
London-bridge, Surrey side	5 0	3 4
Long-acre, any part	3 0	2 0
Maida-hill, St. John's Wood-rd	1 6	1 0
Manchester-square, any part	1 6	1 0
Mansion House, the	4 6	3 0
Middlesex Hospital, first gate	2 6	1 8
Mile-end Turnpike	6 6	4 4
Mint, the	5 0	3 4
Montague-square, any part	1 6	1 0
New-road, Quebec-street	1 0	0 8
Newgate-street	4 0	2 8
Newington Butts, Elephant and Castle	5 0	3 4
Old Palace-yard, Abingdon-st.	3 6	2 4
Old-street-road, Wood-street	4 6	3 0
Ordnance Office, Pall Mall	3 0	2 0
Oxford-street, Princess-street	2 6	1 0
Pall Mall, D. of York's Colmn.	3 0	2 0
Pentonville, St. James's Chpl.	3 6	2 8
Piccadilly, Albany	2 6	1 0
Pimlico, Ecclestone-street	3 0	2 4
Poplar, Harrow-lane	8 0	5 4
Portland-place, Devonshire-st	2 0	1 4
Portland-st., New Cavndish-st	2 0	1 4
Portman-square, any part	1 6	1 0
Post Office, St. Mrtin's-le-Grnd	4 0	2 8
Queen's-square, Bloomsbury, any part	3 6	2 4
„ Westminster, any part	3 6	2 4
Queen's Elm, Old George	3 6	2 4
Ratcliffe Highway, Denmrk-st	6 0	4 0
Regent-street, Prince's-street	2 6	1 8
Regent's Park, Cambridge-terrace, south end	1 6	1 0
„ Ulster-terrace	1 6	1 0
„ Clarence-terrace, south end	1 6	1 0
„ St. Katharine's Col.	1 6	1 0
Rotherhithe, Mary-gold-street	6 6	4 4
Russell-square, any part	3 0	2 0
Skinner-street, Sea Coal-lane	3 6	2 4
St. James's-street, any part	2 6	1 8
St. John's-street, Smithfield	4 0	2 8
St. John's Wood-road, Hamilton-terrace	1 0	0 8
St. Martin's lane, New-street	3 0	2 0
St. Paul's Churchyd., any part	4 0	2 8
Shadwell, Shadwell market	6 6	4 4
Shoreditch, Church-street	5 0	3 4
Sloane-street, Exeter-street	3 0	2 0
Smithfield, Long-lane	4 0	2 8
Soho-square, any part	2 6	1 8
South Lambeth, Crwn & Thistl	4 6	3 0
South-Western Railway Terminus, Nine Elms	4 6	3 0
Stamford-street, Hatfield-st.	4 0	2 8
Stockwell, Garden-row	5 6	3 8
Strand, Agar street	3 0	2 0
Surrey Zoological Gardens, Manor-place	4 6	3 0
Tooley-street, Weaver's-lane	5 6	3 8
Tottenham-court-road, Bedford-square	2 6	1 8
Tower-street, Mark-lane	5 0	3 4
Vauxhall-bdge-rd., Trellick-st.	3 0	2 0
„ Surrey side	4 0	2 8
Walcot-place, Pownall-terrace	4 6	3 0
Walworth, Manor-place	5 0	3 4
Wandswrth-rd., Wellington-pl	4 6	3 0
Wapping, Dundee Wharf	6 0	4 0
„ Dock-stairs	6 6	4 4
Waterloo-bridge, Surrey side	3 6	2 4
Watling-street, Queen-street	4 6	3 0
Welbeck-st., Little Welbeck-st	2 0	1 4
Westminster Abbey, west door	3 6	2 4
„ Bridge, centre	3 6	2 4
Whitechapel, Union-street	5 6	3 8
Whitehall, 105 yards beyond the Horse Guards	3 6	2 4
Wimpole-street, Wigmore-st.	1 6	1 0
Wood-street, Fell-street	4 6	3 0

CAB FARES from the London & Brighton, Dover, Greenwich, and Croydon Railway Stations, London Bridge and Bricklayers' Arms.

*** Coach Fares are One-Half more.

	Lon. Bdg. s d	Irs. s d
Abingdon-street, Westminster	1 8	1 8
Admiralty	1 8	1 8
Albany-street, Regent's-park	2 8	3 0
Aldersgate-street	1 0	1 8
Aldgate Pump	0 8	1 8
Argyll-street, Regent-street	2 4	2 4
Bayswater (Crown)	3 0	3 4
Bank of England	0 8	1 4
Bedford-row	1 8	2 0
Bedford-square	2 0	2 4
Belgrave-square	2 8	2 4
Berkeley-square	2 8	2 8
Berners-st. (Little Castle-st.)	2 0	2 4
Birmingham R'way Terminus	2 4	3 0
Blackfriars Bridge, City side	1 0	1 4
Blackwall Railway Terminus	0 8	1 8
Bloomsbury-square	1 8	2 0
Bricklayer's Arms	1 0	
British Museum	1 8	2 0
Brunswick-square	2 0	2 4
Bryanstone-square	3 0	3 0
Burlington Arcade	2 4	2 4
Burton-crescent	2 4	2 8
Camberwell-green	2 0	1 4
Camden-town, (New Chapel)	2 8	3 4
Cavendish-square	2 4	2 8
Chancery-lane, Sergeant's Inn	1 4	1 8
Charing-cross	1 8	2 0
Charlotte-st., Fitzroy-square	2 4	2 8
Charterhouse-square	1 4	2 0
Chelsea Church	3 4	3 4
Clarendon-square	2 4	3 0
Clarges-street, Piccadilly	2 4	2 4
Clapham-road (The Swan)	2 0	2 0
„ (Bedford Arms)	2 4	2 4
Clerkenwell-green	1 4	2 0
Clifford-street, Bond-street	2 4	2 4
Commercial-rd., (Crombies-pl)	1 4	3 4
Conduit-street, Regent-street	2 4	2 4
Connaught-square	3 0	3 4
Covent-garden Market	1 8	1 8
Curtain-road (Old-street road)	1 4	2 0
Curzon-street, May-fair	2 8	2 8
Custom-house	0 8	1 4
Davies-st., Berkeley-square	2 8	2 8
Devonshire-sq., Bishopsgate	1 0	1 8
Dorset-square	3 4	3 4
Dover-road, (Canal-bridge)	1 8	1 4
Downing-street	1 8	1 8
Drury-lane Theatre	1 8	1 8
Duke-st., Grosvenor-square	2 8	2 8
Earl-street, Blackfriars	1 4	1 8
East Ind Dock rd., New Ch	2 8	3 8
Eastrn. Counties R'way Term.	1 0	2 0
Eaton-square (Eccleston-st.)	2 4	2 4
Edgware-road (John-street)	3 0	3 4
Ebury-street, Pimlico	2 4	2 8
Elephant and Castle	1 0	0 8
Finsbury-square	1 0	1 8
Fitzroy-square	2 4	2 8
Fleet-street (Water-lane)	1 0	1 8
Fore-street, Cripplegate	1 0	1 8
Foundling Hospital	1 4	2 4
Frith-street, Soho	2 0	2 4
General Post Office	1 0	1 8
Golden-square	2 4	2 4
Gordon-square	2 0	2 8
Gower-street, Lower	2 0	2 0
Gray's Inn-lane (King's-road)	1 4	2 0
Gt. Guildford-st., Southwark	0 8	1 0
Great Ormond-street	1 8	2 4
Gt. Western Railway Terminus	3 4	3 8
Grosvenor-square, Brook-st	2 8	2 8
Guildford-street	1 8	2 4
Hackney-road (The Crescent)	1 4	2 4
„ (Seabright-pl)	1 8	2 8
Hackney Church	2 4	3 4
Hampstead-rd. (Load of Hay)	3 4	4 0
Hanover-square	2 4	2 4
Harley-street, Queen Ann-st.	2 8	2 8
Hatton-garden	1 4	1 8
Haymarket	2 0	2 0
Herne-hill (The Half Moon)	3 0	
Hertford-street, Mayfair	2 8	2 8
High Holborn (Red Lion-st.)	1 4	2 0
High-street, Marylebone	3 0	3 0
Holborn-hill, the Foot of	1 0	1 8
Holles-st., Cavendish-square	2 4	2 8
Holloway, T. P.	2 8	3 4
House of Lords	1 8	1 8
Huxton New Church	1 8	2 8
Hungerford Market	1 8	1 8
Hyde-park Corner	2 8	2 4
Islington (The Angel)	1 8	2 4
Jermyn-street (York-street)	2 0	2 4
Kennington-cross	1 4	1 8
„ (The Oval)	1 8	1 4
Kensington-gore, Halfway-hs.	3 0	3 0
Kensington Gravel Pits	4 0	4 0
Kentish-town, Assembly-hse.	3 4	3 8
Keppel-street, Russell-square	2 0	2 8
King-square, Goswell-road	1 8	2 4
King's-cross, New-road	2 0	2 8
Kingsland-road (Canal-brdg.)	1 8	2 8
Kingsland (Victoria-place)	2 8	3 8
Knightsbridge Barracks	3 0	3 0
Lad-lane	1 0	1 8
Lambeth Palace	1 4	2 4
Lamb's Conduit-street	1 8	2 4
Limehouse, (St. Ann's Church)	2 0	3 0
Lincoln's-inn-square	1 8	2 0
Lisson-grove, North	3 4	3 8
Liverpool-road (Felix-terrace)	2 0	3 0
London Hospital	1 4	2 0
Lowndes-square, Belgrave-sq.	3 0	2 8
Manchester-square	2 8	3 0
Mark-lane	0 8	1 4
Mecklenburgh-square	1 8	2 4
Middlesex Hospital	2 4	2 4
Mile-end (T.P.)	1 4	1 8
Minories	1 0	1 8
Monta gue-square	3 0	3 0
Montague-street, Russell-sq.	2 2	2 4
Moorgate (Chapel)	0 8	1 8
Mornington-cres., Hampstd-rd.	2 8	3 0
Nelson-square, Blackfriars-rd.	0 8	1 0
New Bond-street, Clifford-st.	2 4	2 4
New Church-st., Lisson-grove	3 4	3 4
New North-rd. (Canal-bridge)	1 8	2 8
Norfolk-street, Strand	1 4	2 0
Northampton-square	1 8	1 8
Obelisk, St. George's-fields	1 0	1 8
Old Bailey	1 0	2 4
Old Bond-street	2 4	2 4
Old Kent-road (East-lane)	1 0	0 8
Old-street, ct.	1 4	2 0
Oxford-street, Wells-street	2 0	2 4
„ (the Park-lane)	2 8	3 0
Pall-mall	2 0	2 0
Pantechnicon	2 0	2 8
Park-crescent, Regent's-park	2 8	3 0
Park-lane, (Stanhope-gate)	2 8	2 8
Pancras Old Church	2 4	3 0
„ New Church	2 0	1 4
Peckham, Rye-lane	2 0	2 8
Pentonville Chapel	2 0	2 0
Piccadilly (Circus)	2 0	2 4
„ (Clarges-street)	2 4	2 4
Pimlico, Vauxhall-road	2 4	2 8
Portland-place	2 8	3 0
Portman-square	2 8	2 4
Quadrant, Regent-street	2 0	2 4
Queen-square, Bloomsbury	1 8	2 0
Queen-square, Westminster	1 8	2 0
Ratcliffe-highway (N. Gravel-l	1 4	2 4
Red Lion-square	1 8	2 0
Regent's-park, Chester-terrace	2 8	3 8
„ Hanover-terrace	3 4	2 4
Regent-street, Hanover-street	2 4	2 4
Russell-square, Barnard-street	2 0	1 8
St. Bartholomew's Hospital	1 0	2 4
St. James's Palace	2 0	3 8
St. John's wood (Eyre Arms)	3 8	3 0
St. Martin's-lane	2 0	1 8
St. Paul's Church-yard	1 0	2 0
Shoreditch Church	1 4	2 8
Sloane-square	2 8	1 8
Smithfield, West, Hosier-lane	1 0	2 4
Soho-square	2 0	1 8
Somerset-house	1 4	2 0
Southampton Railway Termi.	2 0	2 0
Southampton-st., Bloomsbury	1 8	2 8
South Audley-street	2 8	1 0
Southwark-bridge, Surrey-side	1 8	2 0
Spitalfields Church	1 0	2 8
Stepney Green	1 8	2 0
Suffolk-street, Pall-mall, East	2 0	2 8
Sussex-place, Regent's Park	3 4	2 8
Tavistock-square	2 0	1 8
Temple Bar	1 4	2 0
Theobald's-road	1 8	2 4
Torrington-square	2 0	2 4
Tottenham-ct.-rd. (Goodge-st)	2 0	1 8
Trinity-square, Tower-hill	0 8	1 4
Upper Baker-street, New-rd.	3 0	3 0
Upper Brook-street	2 8	3 0
Upper George-st., Portman-sq.	3 0	3 0
Upper Grosvenor-street	2 8	2 8
Upper Harley-street	2 8	1 8
Vauxhall-bridge, Surrey-side	1 8	2 8
Vere-street, Oxford-street	2 4	2 4
Vigo-street, Regent-street	2 0	0 8
Walworth-road (York-place)	1 0	2 0
Wapping, Dundee Wharf	1 0	2 4
„ King Edward-street	1 4	2 0
Wardour-street, Soho	2 0	1 4
Waterloo-bridge, Surrey side	1 4	2 0
Waterloo-place, Pall Mall	2 0	2 8
Walbeck-street, Cavendish-sq.	2 8	2 0
Wellclose-square	1 4	1 8
Wellington-street, Strand	1 4	
Westminster Hall	1 8	1 8
Whitechapel Church	1 0	2 0
Whitehall-place	1 8	1 8
Wilmington-square	1 8	2 4
Wilton-crescent	3 0	2 8
Wimpole-st., Queen Anne-st.	2 8	2 8
Woburn-place, Tavistock-sq.	2 0	2 8
Woburn-square	2 0	2 8
Worship-street	1 4	1 8
York-place, Portman-square	3 0	3 0
York-road, Lambeth	1 4	1 4
York-street, Westminster	2 0	1 8

Bridgewater Canal Swift Packets.

The following will be the ORDER of the SAILING of these Packets daily (Sundays excepted), until further notice :—

DOWN TRIP FROM MANCHESTER.	Regular Packet. A. M. 8 0	Water Witch. A. M. 9 30	Regular Packet. P. M. 1 30	Swallow P. M. 3 0	Water Witch. P. M. 5 30
Manchester	8 0	9 30*	1 30	3 0*	5 30*
Broadheath (ALTRINCHAM)	9 45	10 30†	3 15	4 0†	6 30†
Lymm	....	11 15		4 45	7 15
Stockton Quay (WARRINGTON)	....	11 45	On Saturdays only.	5 15	....
Preston Brook (CHESTER)	....	12 15		5 45	....
Runcorn	....	1 0		6 30	....

UP TRIP TO MANCHESTER.	Water Witch. A. M. 7 15	Swallow A. M. 8 0	Water Witch. P. M. 1 30	Regular Packet. A. M.	Reguiar Packet. P. M. 6 0
Runcorn	....	8 0	1 30	On Saturdays only.	....
Preston Brook (CHESTER)	....	8 30	2 0		....
Stockton Quay (WARRINGTON)	....	9 0	2 30		....
Lymm	7 15	9 45	3 15		....
Broadheath (ALTRINCHAM)	8 0†	10 30†	4 0†	10 0	6 0
Manchester	9 0*	11 30*	5 0*	11 45	7 45

	Dolphin A. M. 11 0	Dolphin P. M. 5 45
Manchester	11 0	5 45
Barton	11 30	6 15
Worsley	12 0	6 45
Astley	....	7 10
Leigh	....	7 30

	Dolphin A. M. 7 30	Dolphin P. M. 2 45
Leigh	7 30	....
Astley	7 45	....
Worsley	8 0	2 45
Barton	8 20	3 5
Manchester	9 5*	3 45

The Swift Tide Packet EAGLE, in connection with the Steamer BLANCHE, sails daily between Manchester and Liverpool, at the times mentioned in the sailing tables. Fares: 3s. Best Cabin; 2s. Steerage.

An Omnibus plies between the Royal Hotel, Piccadilly, and Knot Mill Packet Station, to meet the boats marked *; Fares 2d. each. The Omnibus leaves the Royal Hotel at 9 15 a.m., and at 2 45, and 5 15 p.m.

An Omnibus meets the Boats marked † at Broadheath, to convey Cabin Passengers to and from Bowdon, free of charge.

Manchester, Chester, and North Wales.

An Omnibus leaves the Nag's Head Inn, Chester, daily (Sundays excepted), at 11 o'clock a.m., to meet the Swift Packet at Preston Brook for Manchester, and return from thence on the arrival of the Packet which leaves Manchester at 9 30 a.m.; by which a cheap and expeditious conveyance is afforded between Manchester, Chester, and North Wales. Fares: First Cabin and Omnibus inside, 5s.; Steerage and Omnibus outside, 3s. 8d. On Saturdays, Double Tickets may be had both at Chester and Manchester, which may be used for the return trip on the Monday following. The Omnibus calls at the Queen's Head, Frodsham, for the convenience of Passengers and Parcels between Frodsham, Manchester, and Chester.

Manchester and Warrington.

An Omnibus leaves the Lion Hotel, Warrington, twenty minutes before the arrival of the Packets at Stockton Quay. Fares between Manchester and Warrington: Best Cabin and Omnibus inside, 2s. 6d. Steerage and Omnibus outside, 1s. 8d.

Parcels for Altrincham, Runcorn, &c., booked at the Office, Royal Hotel Yard; and at the Booking Office, Packet Station, Knott Mill, Manchester.

The Old Quay Company's Passenger Packets.

From Manchester to Warrington and Runcorn, every Morning at 8 o'clock, and Afternoon at 3.
„ Warrington to Manchester..... ditto 6 „ ditto 3.

Swift Packets between Warrington and Runcorn.

„ Warrington to Runcorn..... ditto 8 o'clock, and Afternoon at 1.
„ Runcorn to Warrington and Manchester ditto 10 „
„ Runcorn to Warrington only..... ditto ditto 6.

Warrington Station for Manchester Passengers is Howley Quay; the Warrington Station for Runcorn is the Black Bear Bridge

DAILY COMMUNICATION

BETWEEN

LIVERPOOL AND GLASGOW.

Glasgow and Liverpool Royal Steam Packet Company's Chartered Steamer,	The Glasgow and Liverpool Steam Shipping Company's Steamer,	The City of Glasgow Steam Packet Company's Steamer,
COMMODORE,	**ACHILLES,**	**ADMIRAL,**
Capt. HARDIE.	Capt. MAIN.	Capt. BOYD.

Sail between Liverpool and Glasgow, with Goods and Passengers,

And the **PRINCESS ROYAL** (Capt. CRAWFORD), with **Passengers only.**

From Liverpool.

AUGUST, 1845.

Princess (Passengers only)	Friday, Aug. 1st,	5½ p.m.
ADMIRAL	Saturday .. 2d,	9 „
COMMODORE	Monday ... 4th,	2 „
ACHILLES	Tuesday ... 5th,	2 „
Princess (Passengers only)	Wednesday 6th,	5½ „
ADMIRAL	Thursday.. 7th,	3 „
Princess (Passengers only)	Friday 8th,	5½ „
COMMODORE	Saturday .. 9th,	4 „
ACHILLES	Monday ..11th.	6 „
ADMIRAL	Tuesday ..12th,	7 „
Princess (Passengers only)	Wednesday 13th,	5½ „
COMMODORE	Thursday.. 14th,	7 „
Princess (Passengers only)	Friday 15th,	5½ „
ACHILLES	Saturday ..16th,	12 noon
ADMIRAL	Monday ...18th,	1 p m
COMMODORE	Tuesday ...19th,	2 „
Princess (Passengers only)	Wednesday 20th,	5½ „
ACHILLES	Thursday..21st,	3 „
Princees (Passengers only)	Friday 22d,	5½ „
ADMIRAL	Saturday ..23rd,	4 „
COMMODORE	Monday ...25th,	6 „
ACHILLES	Tuesday ..26th,	7 „
Princess (Passengers only)	Wednesday 27th,	5½ „
ADMIRAL	Thursday ..28th,	8 „
Princess (Passengers only)	Friday 29th,	5½ „
COMMODORE	Saturday ..30th,	12 noon
ACHILLES	Monday, Sep.	1st 1 p.m.
ADMIRAL	Tuesday .. 2d,	1 „

From Glasgow.

AUGUST, 1845.

		BY RAILWAY..
COMMODORE	Friday 1st,	10 a.m. 1 p.m.
ACHILLES	Saturday .. 2d,	10 „ —
Princess (Passengers only)	Monday ... 4th,	— „ 3 „
ADMIRAL	Tuesday ... 5th,	12noon 3 „
COMMODORE	Wednesday 6th,	12 „ 3 „
Princess (Passengers only)	Thursday.. 7th,	— „ 3 „
ACHILLES	Friday 8th,	1 p.m. 4 „
ADMIRAL	Saturday .. 9th,	2 „ 5 „
Princess (Passengers only)	Monday ... 11th,	— „ 3 „
COMMODORE	Tuesday ... 12th,	4 „ 7 „
ACHILLES	Wednesday 13th,	6 „ 7 „
Princess (Passengers only)	Thursday.. 14th,	— „ 3 „
ADMIRAL	Friday 15th,	9 a.m. 12noon
COMMODORE	Saturday .. 16th,	9 p.m. —
Princess (Passengers only)	Monday ... 18th,	— „ 3 p.m.
ACHILLES	Tuesday ... 19th,	11 a.m 3 „
ADMIRAL	Wednesday 20th,	12 noon 3 „
Princess (Passengers only)	Thursday.. 21st,	— „ 3 „
COMMODORE	Friday 22d,	1 p.m. 4 „
ACHILLES	Saturday .. 23d,	2 „ 5 „
Princess (Passengers only)	Monday ... 25th,	— „ 3 „
ADMIRAL	Tuesday ... 26th,	5 „ 7 „
COMMODORE	Wednesday 27th,	6 „ 7 „
Princess (Passengers only)	Thursday.. 28th,	— „ 3 „
ACHILLES	Friday 29th,	9 „ 12noon
ADMIRAL	Saturday .. 30th,	8 „ —
Princess (Passengers only)	Monday .1st, Sept.—	„ 3 p.m.
COMMODORE	Tuesday ... 2nd,	11 „ 1 „

The PRINCESS ROYAL, WITH PASSENGERS ONLY, sails from the Egremont Slip, Prince's Pier-Head, Liverpool, every WEDNESDAY and FRIDAY, at 5½ p.m., on the arrival of the train which leaves London at 10 a.m., Birmingham at 1 45 p.m., and Manchester at 2 p.m.; and from Greenock every MONDAY and THURSDAY at 4 p.m., on the arrival of the railway train which leaves Glasgow at 3 p.m.

FARES :—CABIN, 15s.; STEWARD'S FEES, 2s.; STEERAGE, 5s.

Agents for Princess Royal and Commodore.
M. LANGLANDS,
32, St. Enoch-sq., Glasgow.
JAMES BREBNER,
20, Water-street, Liverpool.

Agents for Achilles and Fire King.
G. and J. BURNS,
9, Buchanan-street, Glasgow.
T. MARTIN and Burns and Co.,
7, Water-street, Liverpool.

Agents for the Admiral.
THOMSON and MACCONNELL,
15, Jamaica-street, Glasgow
DAVID MACIVER and Co.,
14, Water-street, Liverpool

STEAM PACKETS FOR AUGUST.

CITY OF DUBLIN STEAM PACKET COMPANY.

INCORPORATED BY ACT OF PARLIAMENT.

FROM DUBLIN TO LIVERPOOL.

The Company's Mail Packets, IRON DUKE, PRINCE, PRINCESS, and QUEEN VICTORIA, from Kingstown Harbour, every evening at Half-past Six o'clock, with passengers only.

The Company's Trading Steamers, for the conveyance of passengers & cargo from North Wall as follows:—

Friday, August 1st,	7 p.m.	Saturday, 9th,	12 noon.	Monday, 18th,	9 p.m.	Monday, 25th,	2 p.m.
Saturday, 2nd,	8 a.m.	Monday, 11th,	2 p.m.	Tuesday, 19th,	9 ..	Tuesday, 26th,	3 ..
Monday, 4th,	9 p.m.	Tuesday, 12th,	3 ..	Wednesday, 20th,	10 a.m.	Wednesday, 27th,	4 ..
Tuesday, 5th,	9 ..	Wednesday, 13th,	4 ..	Thursday 21st,	11 ..	Thursday, 28th,	5 ..
Wednesday 6th,	10 a.m.	Thursday, 14th,	5 ..	Friday, 22nd,	11 ..	Friday, 29th,	6 ..
Thursday, 7th,	11 ..	Friday, 15th,	7 ..	Saturday, 23rd,	12 noon.	Saturday, 30th,	7 ..
Friday, 8th,	11 ..	Saturday, 16th,	8 a.m.				

LIVERPOOL TO DUBLIN.

The Company's new and splendid Vessels, QUEEN VICTORIA, PRINCE, PRINCESS, and IRON DUKE, of 600 tons burthen, and 260 horses power, (with cabin passengers only,) sail every evening at seven o'clock, from George's Pierhead, Liverpool to Kingstown Harbour, carrying Her Majesty's Mail.

They also sail their Cargo Vessels (as below) from CLARENCE DOCK to DUBLIN QUAY :—

Friday, Aug. 1st	9 p.m.	Saturday, 9th,	1 p.m.	Monday, 18th	10 p.m.	Monday, 25th,	3 p.m.
Saturday, 2nd,	9 ..	Monday, 11th,	3 ..	Tuesday, 19th,	10 ..	Tuesday, 26th,	4 ..
Monday, 4th,	10 ..	Tuesday, 12th,	4 ..	Wednes. 20th,	10 ..	Wednes. 27th.	5 ..
Tuesday, 5th,	10 ..	Wednesday 13th,	5 ..	Thursday, 21st,	12 noon.	Thursday, 28th	7 ..
Wednesday, 6th,	10 ..	Thursday, 14th,	7 ..	Friday, 22nd,	12 noon	Friday, 29th.	8 ..
Thursday, 7th	12 noon.	Friday, 15th,	8 ..	Saturday, 23rd	1 p.m.	Saturday, 30th,	8 ..
Friday, 8th,	12 noon.	Saturday, 16th,	8 ..				

LIVERPOOL TO BELFAST.

The Athlone, Saturdays, August 2nd, 9 p.m.; 9th, 1 p.m.; 16th, 9 p.m.; 23rd, 1 p.m.; 30th, 8 p.m.

Returning from BELFAST to LIVERPOOL every TUESDAY,

DUBLIN TO BELFAST.

Every Monday with Goods and Passengers, and every Friday with Passengers only.

Monday, Aug. 1st, 8 p.m.; Monday, 4th, 9 p.m ; Friday, 8th, 2 p.m.; Monday, 11th, 4 p.m.; Friday, 15th, 8 p.m.; Monday, 18th, 9 p.m.; Friday, 22nd, 2 p.m.; Monday, 25th, 4 p.m.; Friday 29th, 8 p.m.

From Belfast every Wednesday with Goods and Passengers, and every Monday with Passengers only.

DUBLIN TO LONDON.

Every Wednesday, calling at Falmouth, Plymouth, and Southampton, and every Saturday at Plymouth only.

Saturday August 2nd, 10 a.m.; Wednesday 6th, 1 p.m.; Saturday 9th, 1 p.m.; Wednesday 13th, 6 p.m.; Saturday 16th, 9 a.m.; Wednesday 20th, 1 p.m.; Saturday 23rd 1 p.m.; Wednesday 27th, 5 p.m.; Saturday 30th, 9 a.m.

N.B.—The Company have no office in Dublin, except at No. 15, Eden Quay, and at their Stores, North Wall. Goods or Parcels left at any other place to be forwarded, are subject to delay, and heavy charges for commission, porterage, cartage, &c.

Office, 15, EDEN-QUAY, Dublin, and 24, Water Street, Liverpool.

LIVERPOOL AND BELFAST.

The Splendid new iron Steam-Ship SEA KING, 700 tons, and 350 horse power, one of the fastest steamers afloat, is intended to sail from Liverpool to Belfast, (with or without a Pilot,) from the Clarence Dock, in August, 1845.

Monday, Aug. 4th,	10½ Evening	Thursday, 14th,	7 Evening	Monday, 25th,	4 Aftern.
Thursday, 7th,	12 Night.	Monday, 18th	10½ ,,	Thursday, 28th,	7 Evening.
Monday, 11th,	3½ After.	Thursday, 21st,	12 Night.		

Leaving Belfast for Liverpool on Wednesdays and Saturdays.

The "Sea King" is one of the fastest Steamers afloat, usually running the distance from Liverpool to Belfast in 11 to 12 hours. The Vessel is divided into five water tight compartments, and, besides the usual number of boats, carries two life boats.

LANGTRYS & Co., 20, Water-street, Liverpool.

Apply to Messrs. W. L. Ogilby and Moore, Ingram Court, Fenchurch-street, London, or to Mr. John Walker, 111, Market-street, Manchester.

The Whitehaven Steam Navigation Company's Steamers,

Will Sail from Liverpool for Whitehaven every MONDAY, THURSDAY, and SATURDAY, and from Whitehaven for Liverpool every TUESDAY, THURSDAY, and SATURDAY.—Fares—Cabin, 12s.; Deck, 5s.

Also from Whitehaven for Belfast every MONDAY, and from Belfast for Whitehaven every WEDNESDAY.—Fares—Cabin, 12s.; Deck. 3s.

Whitehaven. FISHER & STEWARD, Agents.

ABERDEEN STEAM WHARF, 257, WAPPING.

Summer Arrangements and Great Reduction of Passage Fares.

The Aberdeen Steam Navigation Company's Steam Ships will start from the Wharf, as follow:—

London to Aberdeen.

CITY OF LONDON,	Saturday, August 2nd,	9 p.m.	CITY OF ABERDEEN,	Saturday Aug. 16th,	2 p.m.
CITY OF ABERDEEN,	Wednes. .. 6th,	2 ..	CITY OF LONDON,	.. .. 23rd,	1 p.m.
CITY OF LONDON,	Saturday, .. 9th,	1 p.m.	CITY OF ABERDEEN,	.. .. 30th,	9 p.m.

Aberdeen to London.

Every Wednesday and Saturday.

FARES—Main Cabin, (provisions included,) £2 17s. 6d.; Steward's Fee, 2s. 6d.—Second Cabin, (provisions included,) £1 15s.; Steward's Fee, 1s. 6d.—Under 13 years of age, half fare.—Deck, (common soldiers and sailors) 17s. 6d.

London to Inverness.

Duchess of Sutherland, Mondays, August 4th and 18th; September 1st, noon.

Inverness to London.

Every alternate Monday.

Freight of Horses and Carriages very low.

The most expeditious and cheapest conveyance to the Aberdeen Steam Wharf is by the Waterman Steamers, which leave the following Piers every quarter of an hour:—Westminster Bridge, Adelphi, next Hungerford Market, Temple Bar, Blackfriars Bridge, and Fishmongers' Hall Wharf, London Bridge, for Tunnel Pier, Wapping, near Aberdeen Steam Wharf.

Shippers will please to send their Heavy Goods to the Wharf on or before Friday, and Light Packages, &c. not later than three hours previous to the Steamers leaving on Saturday.

Goods received at the Aberdeen Steam Wharf, for Stonehaven, Montrose, Peterhead, Banff, Elgin, Forres, Inverness, and all the North of Scotland, and forwarded with all possible despatch.

The Proprietors are not accountable for Passengers' Luggage, unless the same has been booked, and the Freight paid; nor will they be responsible for any description of Glass, Paintings, Jewellery, or Plate, unless written intimation be sent to their Agent at the Port of Shipping, previous to the said articles being shipped, and Freight paid according to value. The Proprietors will not be accountable for Fire on the Wharf, nor for damage from the overflowing of the Tide.

Berths secured and information obtained at the Spread Eagle Office, Piccadilly, of

ROBERT MATTHEW, Agent and Wharfinger Aberdeen Steam Wharf, 257, Wapping; or of

WILLIAM JUST, Manager, Waterloo Quay, Aberdeen.

N.B.—Passengers landed and embarked, at all the above-mentioned Ports, without the use of small boats. Live Stock shipped and unshipped by a direct communication with the Quays.

STEAM PACKETS

ARE INTENDED TO SAIL FOR THE UNDERMENTIONED PORTS, FROM THE

CORK STEAM SHIP COMPANY'S OFFICE,

PENROSE'S QUAY, CORK,

WITH OR WITHOUT PILOTS, AND WITH LIBERTY TO TOW VESSELS.

For Bristol.

EVERY TUESDAY AND FRIDAY.

The SABRINA—Captain PARKER.
The ROSE—Captain GILMORE.

FRIDAY	1st	at 2	p.m.
TUESDAY	5th	at 3	p.m.
FRIDAY	8th	at 7½	a.m.
TUESDAY	12th	at 10	a.m.
FRIDAY	15th	at 1	p.m.
TUESDAY	19th	at 4	p.m.
FRIDAY	22nd	at 7½	a.m.
TUESDAY	26th	at 10	a.m.
FRIDAY	29th	at 1	p.m.

From Bristol.

EVERY FRIDAY AND TUESDAY.

The ROSE—Captain GILMORE.
The SABRINA—Captain PARKER.

FRIDAY	1st	at 4	p.m.
TUESDAY	5th	at 7	a.m.
FRIDAY	8th	at 8½	a.m.
TUESDAY	12th	at 11½	a.m.
FRIDAY	15th	at 3½	p.m.
TUESDAY	19th	at 7	a.m.
FRIDAY	15th	at 8½	a.m.
TUESDAY	26th	at 11½	a.m.
FRIDAY	29th	at 3½	p.m.

Office, No. 1, Quay, Bristol.

PASSENGERS are conveyed from BRISTOL to LONDON by Railway, in 4 Hours and 20 Minutes, at 27s., 18s. 6d., or 9s. 11d. each.

For Liverpool.

EVERY SATURDAY.

The NIMROD.....Captain PILE.

SATURDAY	2nd	at 2	p.m.
SATURDAY	9th	at 7	a.m.
SATURDAY	16th	at 2	p.m.
SATURDAY	23rd	at 7	a.m.
SATURDAY	30th	at 1	p.m.

From Liverpool.

EVERY WEDNESDAY.

The NIMROD.....Captain PILE.

WEDNESDAY	6th	at 9	a.m.
WEDNESDAY	13th	at 5	p.m.
WEDNESDAY	20th	at 10½	a.m.
WEDNESDAY	27th	at 5	p.m.

Office, 15, Water-street, Liverpool.

For London,

CALLING AT PLYMOUTH.
EVERY THURSDAY.

The TIGER.....Captain MOWLE.
The OCEAN.....Captain CALDBECK.

THURSDAY	7th	at 6	p.m.
THURSDAY	14th	at 1	p.m.
THURSDAY	21st	at 6	p.m.
THURSDAY	28th	at 12	noon.

Leave London every Thursday, and Plymouth for Cork every Saturday Morning.

Agents, J. HARTLEY & Co., 137, Leadenhall-street, London—Dublin, Belfast, and Cork, Steam Wharf, and 33, Regent Circus, Piccadilly.

For Dublin, Greenock, and Glasgow.

The JUPITER.....Captain HIRST.

TUESDAY	5th	at 3½	p.m.
TUESDAY	19th	at 4	p.m.

From Dublin to Glasgow.

FRIDAY	8th	at 10	a.m.
FRIDAY	22nd	at 10	a.m.

Office, No. 11, Eden Quay, Dublin. Stores, North Wall.

From Glasgow to Dublin.

TUESDAY	12th	at 4	p.m.
TUESDAY	26th	at 4	p.m.

From Dublin to Cork.

FRIDAY	1st	at 6	p.m.
FRIDAY	15th	at 5½	p.m.
FRIDAY	29th	at 5	p.m.

Carriages, Horses, and Goods intended for Shipment should be at the Packet an Hour before the time of Sailing.

The Company request Passengers to look after their own Luggage, as they will not be accountable for same, unless entered and paid for.

WILLIAM WILSON, Manager, Penrose's Quay, Cork.

EXPEDITIOUS CONVEYANCE BETWEEN

Glasgow and the Highlands.

SUMMER ARRANGEMENTS.

The Splendid New Steamers,

DOLPHIN,.... Capt. M'KILLOP. | CULLODEN,.... Capt. TURNER. | SHANDON, Capt. M'LEAN.
STAFFA ..... ——— | HELEN M'GREGOR, Capt. SIMPSON | ROB ROY, Capt. DUNCAN.

INVERNESS LINE.

From Glasgow for Inverness,

Calling at Ardrisshaig, Oban, Fort-William, and Intermediate places, with Passengers only, by Steamers Shandon, Dolphin, and Culloden, on Monday and Friday, at 5 a.m.; and from Greenock at 7 a.m.

With Goods and Passengers, The Rob Roy every Tuesday morning.

From Inverness for Glasgow,

Calling at the above Places, by Steamers Culloden, Dolphin, and Shandon, on Monday and Thursday, at 8 a.m.

The Shandon will not stop at any of the Ferries except to land or receive Passengers to and from the North.

OBAN LINE.

From Glasgow for Oban,

Shandon and Dolphin, on Monday, Tuesday, and Friday, at 5 a.m.; and from Greenock, at 7 a.m.

From Oban for Glasgow,

Dolphin and Shandon, on Monday, Tuesday, and Friday, about 7 a.m.

CORPACH LINE.

Banavie and Fort-William.
From Glasgow for Corpach,

By Steamers Shandon and Dolphin, Monday and Friday, at 5 a.m.; and from Greenock, at 7 a.m.

From Corpach for Glasgow,

Dolphin and Shandon, on Tuesday and Friday, at 5 a.m.; Rob Roy, on Thursday, at 5 a.m.

SKYE LINE.

From Glasgow for Portree, Skye,

Calling at Ardrisshaig, Oban, Tobermory, and intermediate places, with Passengers only, by Steamers Shandon, Dolphin, Antelope, and Toward Castle, on Tuesday and Friday, at 5 a.m.; and from Greenock at 7 a.m. With Goods and Passengers, Toward Castle, every Thursday morning, Antelope, every Monday morning.

From Portree, Skye, for Glasgow,

Calling at the above Places, by Steamers, Antelope, and Toward Castle, Dolphin, and Shandon, on Thursday, at 4 a.m.

From Glasgow for Tobermory,

With Passengers only, Shandon, Dolphin, and Toward Castle, every Tuesday and Friday, at 5 a.m.; and from Greenock, at 7 a.m., with Goods and Passengers. Antelope every Monday morning, Toward Castle every Thursday.

From Tobermory for Glasgow,

With Goods and Passengers, Toward Castle, and Antelope, every Monday and Thursday, about 4 p.m.

From Glasgow for Port-Ellen, Islay,

Toward Castle, every Thursday morning, Antelope, every Monday morning.

From Port-Ellen, Islay, for Glasgow,

Toward Castle, every Tuesday about 3 p.m., Antelope every Friday, about 3 p.m.

From Oban for Staffa and Iona,

Dolphin, on Wednesday, at 6 a.m., returning in the Evening to Oban, and Corpach.

FARES—From Glasgow to Oban, 12s. 6d.—From Glasgow to Fort-William or Tobermory, 17s. 6d.—From Glasgow to Inverness, 30s.—From Glasgow to Portree, 27s. 6d.—From Glasgow to Oban, Staffa, and Iona, and back to Greenock, 42s.—From Oban to Staffa and Iona, and to Greenock, 32s. 6d.—From Oban to Staffa and Iona, and back to Oban, 21s.

Passengers allowed ½ cwt. of Luggage free, all beyond that quantity to be charged at the rate of 5s. per cwt. Passengers going by the SHANDON are requested to send as much of their Luggage as the can by the boats of the previous days, as it will save themselves time, trouble, and expense in transhipping at the Crinan Canal.—The Company not responsible for Dogs; nor for Luggage, unless paid and signed for by them or their Agents; nor for any damage Goods may sustain in landing or shipping at any of the Ferries; nor for any Goods until they are actually received on board.—The Freight on all Goods must be paid before shipment, except for those places at which there are regular Agents, as noted below.—The only places where there are recognised Agents are as follows, viz:—

JAMES MASSON, Inverness—THOMAS A. CRICHTON, Fort-William—DUNCAN M'ARTHUR, Oban—JAMES GRAHAM, Tobermory—WILLIAM CUMMING, Portree—DUNCAN M'CUAIG, Port-Ellen, Islay—ARCHIBALD BLACK, Greenock;

GEORGE & JAMES BURNS,
9, BUCHANAN-STREET, GLASGOW.

DAILY, DIRECT,

(WITHOUT OBSTRUCTION OR DETENTION,

EXPEDITIOUS, AND SAFE CONVEYANCE THROUGH THE HIGHLANDS,

BETWEEN

Glasgow, Fort-William, Oban, and Inverness,

(Avoiding the numerous changes on the Caledonian Canal, now under repair,)

By the SPLENDID NEW COACHES, built expressly for the line,

"THE MARQUIS OF BREADALBANE,"

Via the Banks of the Clyde, Dumbarton, Vale of Leven, Lochlomond, Tyndrum, Glencoe, Lochaber, and Fort Augustus.

This interesting NEW CONVEYANCE, by FOUR-HORSE COACH, in connection with the New Steamer, "WATER WITCH," on Lochlomond, starts from Glasgow at half-past 7 a.m., from Fort-William for Inverness at 8 a.m., from Inverness at 8 a.m., from Fort-William for Glasgow (in time for the Edinburgh Railway, same day) and Oban at 5 a.m., from Oban for Glasgow and Inverness by Appin at 12 noon; Passengers having time, on arrival at Balahulish, to visit Glenco, and proceed the same day, by Coach in connection, to Fort-William.

The Route from Glasgow proceeds by the Banks of the Clyde, Dumbarton, Vale of Leven, Tillichewen Castle, Balloch Suspension Bridge and Castle, Beturich Castle, Lochlomond, the Queen of Scottish Lakes, with her four and twenty islands, Tarbert, Inversnaid, the landing port for Loch Catrine and the Trossachs; Rob Roy's Cave, Glenfalloch, Strathfillan, Holy Pool, Dalnaree, or King's Field, Marquis of Breadalbane's Lead Mines, Tyndrum, Hills of Glenorchy, Marquis of Breadalbane's famed Deer Forest of the Black Mount, the Moors of Rannock, the Hill of Sheehallan; passing near General Wade's Old Military Road, best known as the Devil's Staircase; the Royal Forest, the famed Glenco, which for wild scenery surpasses any other in Britain; the meeting of the Three Waters, Black Hill, with Ossian's Cave, along the beautiful Valley of Glenco, Balahulish Ferry, along the banks of Lock Linnie to Fort William, which lies at the foot of Bennevis, the highest hill in the United Kingdom; in the vicinity of which are the ancient Black Castle of Inverlochy, Glennevis Water Fall, the Vitrified Fort, the Rocking Stone, Fingal's Cave, the Dark Mile of Locherkick, the Parallel Roads of Glenroy, Prince Charles's Monument at the head of Lochshiel, showing where he waited for the gathering of the clans in 1745; (the current year is the centenary of his unfortunate but bold attempt to obtain possession of the throne of his ancestors); Sir John Cameron's Monument, and the Caledonian Canal, proceeding to Inverness by Inverlochy Castle, Lochiel, Lochlochy, Loch Oich, Tobernaceaun, or the Well of the Seven Heads, Invergarry Castle, Fort-Augustus, Glenmorriston, Falls of Foyers, (Parties from Inverness will have time to view the Falls and return the same afternoon by Coach,) Urquhart Castle, the Vale and Glen of Urquhart, the Hill of Mealfourvonie, commanding a view of the Moray Frith, Ross-shire, Strathglass, Stratherrick, Strathnairn, and about forty Lakes, Banks of Lochness, Dochfour House, Caledonian Canal, Tomnahurich, or the Hill of the Fairies, Craig Phaedric, to Inverness. There is not in Europe another line of communication, of equal distance, which combines a more varied, a more beautiful, a grander or more sublime description of scenery than the above line.

Seats secured in Glasgow at the TONTINE AND BLACK BULL COACH OFFICES. In Inverness at the CALEDONIAN HOTEL COACH OFFICE. In Oban, by Mr. JAMES MILLER, Bookseller and Stationer. In Fort-William at the COMPANY'S COACH OFFICE.

REDUCED FARES.

Between	Glasgow	and	Inverness,	outside....	30s. 0d.....	Inside....	10s. extra.
Do.	Glasgow	and	Fort-William,	do.	17s. 6d.....	—	5s. —
Do.	Inverness	and	Fort-William,	do.	12s. 6d.....	—	5s. —
Do.	Glasgow	and	Oban,	do.	17s. 6d.....	—	5s. —
Do.	Inverness	and	Oban,	do.	17s. 6d.....	—	5s. —
Do.	Inverness	and	Fort-Augustus,	do.	4s. 6d.....	—	1s. —

Parcels under 7 lb. 1s.—under 14 lb. 2s.—under 28 lb. 4s.—Prepaid.

Average time between Glasgow and Fort-William, 13 hours.
" " " " and Inverness, 8 hours.

The CALEDONIAN HOTEL, Fort-William, conducted by a person of long experience in the Tontine, Greenock, affords every accommodation for the comfort of Travellers, on the most reasonable terms.
Chaises, Gigs, Cars, and Saddle Horses to be had.

THE HULL STEAM PACKET COMPANY'S STEAMERS

ARE INTENDED TO PLY AS UNDER:—

HULL AND LONDON.

From Hull, at Three o'clock in the Afternoon every Monday, Wednesday, and Friday.
From Custom House Quay, London, at Eight o'clock in the Morning, every Tuesday, Thursday and Saturday.

Fares.—Best Cabin, 12s 6d.; Fore Cabin, 7s. Horses, Live and Dead Stock, very Low.

HULL AND HAMBURG.

(WITH POST OFFICE LETTER BAGS)

The large and powerful Steamers,—VICTORIA, from Hull, on Saturday, 9th and 23rd August, and 6th and 20th September.

TRANSIT, Thursday, 14th and 28th August, and 11th and 25th September, as soon after Six o'clock in the Evening as Tide permits. And every alternate Thursday & Saturday from Hull and Hamburg.

Fares—Best Cabin, £3; Fore Cabin, £1 10s.

Excellent Accommodation for Horses, and Live and Dead Stock.

Hull, Antwerp, and the Rhine.

(WITH POST-OFFICE LETTER BAG.)

The Superior Steamer **MONARCH, Captain Main,** from Hull every Saturday, as soon after Six in the Evening as the Tide permits.. Leaving ANTWERP every Wednesday. Fares—Best Cabin, £2; Ticket out and Home, £3; Fore Cabin, 15s, Good Accommodation for Horses, Cattle, &c. Freights moderate.

HULL AND YARMOUTH.

The London or Iris, from Hull, every Wednesday, after Four o'Clock Afternoon. From YARMOUTH, every Saturday Afternoon. Fares—Best Cabin, 8s.; Fore Cabin, 5s.

HULL AND GOOLE.

With Goods for Leeds, Wakefield, West Riding, Manchester, Liverpool, &c.

A STEAMER DAILY FROM EACH PORT.

1st August, 1845. BROWNLOW, PEARSON, & Co., Managers, Hull.

HULL AND HAMBURG.

Powerful and favorite First Class Steam Ships every Tuesday Evening.

THE LEEDS,..... Captain J. Mowle—Tuesdays, 5th and 19th August, at 6 p.m.

THE HAMBURG, Captain J. H. Brown.—Tuesdays, 12th and 26th August, at 10 p.m.

Cabin Passage, £3., Horses, £3. 3s. each.

JOSEPH SANDERSON & Co., Agents, Hull; R. M. SLOMAN, Junr., Broker, Hamburg.

STEAM TO BOMBAY,

CEYLON, MADRAS, CALCUTTA, AND CHINA.

PLANS of all STEAMERS employed on the line may be had on application, and every information connected with the journey, whether by long sea or overland route, will be promptly afforded on inquiry. Package forwarded a very reduced rates. Arrangements have been made for the early delivery of samples.

JAMES BARBER & Co., 17, St. Mary Axe.

STEAM TO NEW YORK.

The Great Western Steam Ship Company's Steam Ships,

THE GREAT WESTERN, 1,700 Tons, 450 Horses power, B. R. MATHEWS, Esq., Commander;

THE GREAT BRITAIN, 3,500 Tons, 1,000 Horses power, Lieutenant JAMES HOSKEN, R. N., Commander, are intended to sail as follows:—

GREAT WESTERN.

From Liverpool.	From New York.
Saturday, August 23rd. 1845.	Thursday, Septr. 18th, 1845.
Saturday, October 11th.	Thursday, Novr. 6th.

GREAT BRITAIN.

From Liverpool.	From New York.
Saturday, September 27th, 1845.	Saturday, August 30th, 1845.
Saturday, November 22nd.	Saturday, October 25th.
	Saturday, December 20th.

Fares per Great Western, THIRTY GUINEAS, and One Guinea Steward's Fee.

Fares per Great Britain, according to the position of the Berths, plans of which may be had at any of the Agencies,

For Freight or further information apply at the Great Western Steam-Ship Office, 65, CORNHILL, London;

To Gibbs, Bright, and Co., North John-street, Liverpool;
To H. B. Webb, Glassford-street, Glasgow;
To Henry Bennett, 6, Rue de la Paix, Paris;
To William Davidson. Havre;
To Haigh and Womack, Leeds;
To J. Poncia and Son, Birmingham; or
To W. M. BENNETT, Secretary, 35, Princess-street, Bristol

Alphabetical List of the sailing of Steamers in

ENGLAND.

TO HOME AND FOREIGN PORTS.

Barton to Hull three times a day.

Berwick-upon-Tweed to Edinburgh—The Ardincaple every Thursday at 8 a.m.; The Eclipse, every Tuesday at 8 a.m.—Best cabin 6s.; second cabin 4s.

,, **to London**—The Rapid, & Manchester, Friday, August 1st, 12 noon; 8th, 4 a.m.; 15th, 10 p.m.; 22nd, 4 p.m.; 29th, 11½ a.m.; Tuesday, August 5th, 2 p.m.; 12th, 8 p.m.; 19th, 2 p.m., 26th, 8 p.m.; Sept. 2nd, 1 p.m. Fares, including provisions, first cabin, £2 10s.; second, £1 5s.

,, **to Newcastle**—The Ardincaple every Monday at 8 a.m.; The Eclipse, every Friday at 8 a.m.—Best cabin 6s.; second cabin 4s.

Boston to Hull.—The Railway every Monday morning. Fares, 7s. and 4s.

,, **to London.**—The Enterprize every Wednesday.

Bristol to Cardiff—Lady Charlotte, and the Prince of Wales, daily, (Sundays excepted.)

Bristol to Carmarthen—Phenix, Fridays, August 1st, 4 p.m.; 8th, 8½ a.m.; 15th, 3½ p.m.; 22nd, 8½ a.m.; 29th, 3½ p.m.—Cabin 17s, including Steward's fee; Deck 8s.

Bristol to Cork—The Sabrina, Fridays, August 1st, 4 p.m.; 8th, 8½ a.m.; 15th, 3½ p.m.; 22nd, 8½ a.m.; 29th, 3½ p.m. The Rose, Tuesdays, August 5th, 7 a.m.; 12th, 11½ a.m.; 19th, 7 a.m.; 26th, 11½ a.m. Cabin, 32s. 6d., Deck, 10s.

Bristol to Dublin—The Shamrock, Fridays, August 1st, 4 p.m.; 8th, 8½ a.m.; 15th, 3½ p.m.; 22nd, 8½ a.m.; 29th, 3½ p.m. Cabin 25s, including Stewards fee, Deck 7s. 6d.

Bristol to Haverfordwest—The Star, calling at Tenby—Tuesdays, August 5th, 7 a.m.; 12th, 11½ a.m.; 19th, 7 a.m.; 26th, 11½ a.m.—Cabin 17s.; Deck 8s.

,, **to Ilfracombe**—The Torridge, Fridays, August 1st, 5 a.m.; 8th, 9½ a.m.; 15th, 4 a.m.; 22nd, 9½ a.m.; 29th, 4 a.m.; Tuesdays, 5th, 8 a.m.; 12th, 12 noon; 19th, 8 a.m.; 26th, 12 noon.

Bristol to Liverpool—The Troubadour, calling at Swansea, Tuesdays, August 5th, at 7 a.m.; 12th, 11 a.m.; 19th, 7 a.m.; 26th, 11 a.m.—Cabin 20s., steward's fee, 2s. 6d.; Deck, 7s. 6d.

,, **to Newport** daily, Sundays excepted.

,, **to Swansea**—County, Tuesdays and Fridays—Beresford, Thursdays and Saturdays.—Fridays, August 1st, 5 a.m.; 8th, 9 a.m.; 15th, 4 a.m.; 22nd, 9 a.m.; 29th, 4 a.m.; Saturdays, 2nd, 7 a.m.; 9th, 10 a.m.; 16th, 5½ a.m.; 23rd, 10 a.m.; 30th, 5 a.m.; Tuesdays, 5th, 7½ a.m.; 12th, 12 noon; 19th, 7½ a.m.; 26th, 12 noon; Thursdays, 7th, 8½ a.m.; 14th, 3 a.m.; 21st, 9 a.m.; 28th, 3 a.m.

Bristol to Tenby—The Phœnix, Fridays, August 1st, 4 p.m.; 8th, 8½ a.m.; 15th, 3½ p.m.; 22nd, 8½ a.m.; 29th, 3½ p.m. The Star, Tuesdays, 5th, 7 a.m.; 12th, 11½ a.m.; 19th, 7 a.m.; 26th, 11½ a.m.—Cabin 17s., including Steward's fee; Deck 8s.

Bristol to Waterford—The Osprey, Fridays, August 1st, 4 p.m.; 8th, 8½ a.m.; 15th, 3½ p.m.; 22nd, 8½ a.m.; 29th, 3½ p.m. The Nora Creina, Tuesdays, 5th, 7 a.m.; 12th, 11 a.m.; 19th, 6½ a.m.; 26th, 11½ a.m.; Cabin 25s.; Deck 10s. 6d.

Douglas, Isle of Man, to Dublin—Every Wednesday, at 8 a.m.—Cabin 10s. 6d.; Steerage 5s.

Douglas, Isle of Man, to Liverpool,—Every Morning, except Sunday, at 9 o'clock.—Cabin 7s. 6d.; Steerage 3s.

,, to **Port Carlisle,** The Royal Victoria, Friday, August 22nd, 5 a.m. Cabin, 10s.; Deck, 4s.

Douglas, Isle of Man, to Whitehaven—The Mona's Isle, Mondays, August 4th, 5 p.m.; 11th, 10 a.m.; 18th, 4 p.m.; 25th, 10 a.m.—Cabin 7s. 6d.; Steerage, 5s.

,, **to Boulogne**—Every Day. Chief cabin 8s; Fore cabin 6s.

Dover to Calais—Every Sunday, Tuesday, Thursday, and Friday, at 6 a.m.; and every Wednesday and Saturday, at 8 a.m. Best cabin 10s, 6d., fore cabin 5s.

Dover to Calais—The French Mail Packets every day.

,, **to Ostend**—Post Office Mail Packet every Tuesday, Wednesday, Friday, and Saturday, from 6 to 9 a.m, according to tide. The Princess Mary, carrying the mails, every Sunday and Thursday at the same hours. Best cabin 21s; 2nd class 10s 6d; Deck 7s.

Exeter, Topsham, and Torquay to Guernsey and Jersey.—The Ariadne, every Monday and Tuesday, at 8 p.m.

Falmouth to Brazil—H. M. Mail Sailing Vessel, Tuesday, August 8th.

,, **to Plymouth**—On Mondays and Saturdays.

,, **to Southampton** every Thursday. First cabin 25s., second cabin 17s. 6d., deck 10s.

Fleetwood to Belfast—The Prince of Wales, or Princess Alice, every Monday, Wednesday, Friday, and Saturday evenings at 9 p.m. Cabin 15s; Fore Cabin, 10s.; Deck 3s.

,, **Glasgow** via Ardrossan—Her Majesty and Royal Consort, every Monday, Tuesday Thursday, and Friday evenings, at 7 p.m.—Cabin and 1st class, 22s.; Cabin and 2nd class, 20s. 6d.; Deck and 3rd class, 5s.

Fleetwood to Kirkcudbright—The Maid of Galway—No information received from this Company.

Folkstone to Boulogne,—1st, 7 a.m. & 7 p.m.; 2nd, 7½ a.m. & 8 p.m.; 3rd, 8 a.m. & 9 p.m.; 4th, 9 a.m. & 9½ p.m.; 5th, 9½ a.m. & 9½ p.m.; 6th, 10 a.m. & 10 p.m.; 7th, 10½ a.m. & 11 p.m.; 8th, 11 a.m. & 11 p.m.; 9th, noon; 10th, 12½ a.m. & 1 p.m.; 11th, 1½ a.m. & 1½ p.m.; 11th, 1½ a.m. & 1½ p.m.; 12th, 2 a.m. & 2½ p.m.; 13th, 3½ a.m. & 3½ p.m.; 14th, 6 a.m. & 5 p.m.; 15th, 6 a.m. & 6 p.m.; 16th, 7 a.m. & 7 p.m.; 17th, 8 a.m. & 8 p.m.; 18th, 8½ a.m. & 8½ p.m.; 19th, 9 a.m. & 9 p.m.; 20th, 9½ a.m. & 10 p.m.; 21st, 10½ a.m. & 11 p.m.; 22nd, 11 a.m.; 23rd, 12½ a.m. & noon; 24th, 1 a.m. & 1 p.m.; 25th, 1½ a.m. & 1½ p.m.; 26th, 4½ a.m. & 2½ p.m.; 27th, & 5½ a.m. & 3½ p.m.; 28th, 6½ a.m. & 5 p.m.; 29th, 6½ a.m. & 6 p.m.; 30th, 6½ a.m. & 6½ p.m.; 31st, 7 a.m. & 7 p.m.—Chief cabin, 8s.; Fore cabin, 6s. Passports for France can be obtained at any time by applying to Mr. Faulkner, Vice-Consul, at Folkestone.

Gainsborough to Hull—The Atlas every Monday, Wednesday, and Friday. The Columbine, Lindsey, or Mercury, daily, at 8½ a.m. The Phœnix or Ætna, three times a week.—Best Cabin, 2s. 6d., Fore Cabin 1s. 6d.

Goole to Hull daily (Sundays excepted).

Grimsby to Hull daily.

Hull to Antwerp—The Monarch, every Saturday, as soon after 6 p.m. as the tide permits. Best cabin, £2; fore cabin, 15s.—Ticket out and home, £3.

Hull to Barton—three times a day.

,, **Boston**—The Railway every Thursday morning.

,, **Edinburgh**—Every Weduesday and Saturday. Fares: Best cabin, 12s.; second cabin, 7s. 6d.; Steward's fees, 2s.

Hull to Gainsborough—The Atlas, every Tuesday, Thursday, and Saturday. The Columbine, Lindsey, or Mercury, daily, 3 hours before high water. The Phœnix or Ætna, three times a week.—Best Cabin, 2s. 6d., Fore Cabin, 1s. 6d.

,, **Goole**—daily (Sundays excepted).

,, **Grimsby**—daily.

,, **Hamburgh**—The Victoria, on Saturdays, August 9th and 23rd; The Transit, on Thursdays, 14th, and 28th, as soon after 4 p.m. as the tide permits. The Leeds, Tuesdays, August 5th & 19th, 6 p.m. The Hamburg, Tuesdays, August 12th and 26th, 10 p.m.

Hull to London—The London, Gazelle, and William Darley, every Monday, Wednesday and Friday, at 3 p.m.—Fares, best cabin 12s. 6d.; fore cabin, 7s.

,, ,, The Waterwitch & Vivid, every Tuesday & Saturday, at 3 p.m.—Fares, saloon 17s. 6d.; fore cabin 10s.

Hull to Lynn—The Lord Nelson, Tuesdays, August 5th, 8 p.m.; 19th, 8 p.m.; Sept. 2nd, 8 p.m.; Wednesdays, 13th, 1 a.m.; 27th, 1 a.m.; and the Jupiter or Cambridge every Friday.—Best cabin 10s. 6d., second cabin 6s.

Hull to New Holland—three times a day.

Hull to **Newcastle**—The Neptune, every Friday morning. Best Cabin 10s., Second Cabin 6s.

" **Rotterdam**—The Emerald Isle, on Wednesdays, as soon after 4 p.m. as the tide permits, carrying Post-office Letter Bag. Cabin Fare, £2 2s.; Fore Cabin, 21s.

" **St. Petersburgh**—The Helen Mac Gregor.

" **Thorne**—The Don or John Bull, daily, three hours before high water. Best cabin, 2s. 6d.; Fore cabin, 1s. 6d.

" **Wisbech**—The Forager, every Thursday. Best cabin 10s. 6d.; second cabin, 6s. Steward's fee included.

" **Yarmouth**—The Albatross, Fridays. The London or Iris every Wednesday after 4 p.m. Best cabin, 8s.; fore cabin, 5s.

Lancaster to **Liverpool**—The Duchess of Lancaster—Saturdays, August 2nd, 10½ a.m.; 23rd, 2½ p.m.; Thursday 7th, 1½ p.m.; Friday 15th, 9 a.m. from Glas. Dock; Tuesday 19th, 11½ a.m.; Sunday 31st, 10 a.m. Cabin, 5s.; Fore cabin, 3s. 6d.

Liverpool to **Amlwch**—The Windermere, from George's Pier Head, Tuesday, August 5th, Wednesdays, 13th, 20th, and 27th, at 8 a.m. Cabin, 5s., steerage, 2s. 6d.

Liverpool to Beaumaris, Bangor, and Menai Bridge—The Erin-Go-Bragh will leave the George's Pier-head, Liverpool, every Tuesday, Thursday, and Saturday, at 11 a.m. The Cambria, every Monday, Wednesday, and Friday, at 11 a.m. The Albert, Saturdays, 9th and 23rd, at 3½ p.m.

Liverpool to **Belfast**—The new Iron Steam Ship, Sea King, from Clarence Dock, Mondays, Aug. 4th, 10½ p.m.; 11th, 3½ p.m.; 18th, 10½ p.m.; 25th, 4 p.m.; Thursdays, 7th, 12 p.m.; 14th, 7 p.m.; 21st, 12 night; 28th, 7 p.m.

" to **Belfast**—The Athlone, Saturdays, August 2nd, 9 p.m.; 9th, 1 p.m.; 16th, 9 p.m.; 23rd, 1 p.m.; 30th, 3 p.m.

Liverpool to **Bristol and Swansea** (calling at Milford)—The Troubadour, Saturdays, Aug. 2nd, 9 a.m.; 9th, 1 p.m.; 16th, 8 a.m.; 23rd, 1 p.m.; 30th, 8 a.m.—Cabin 20s., steward's fee, 2s. 6d.; Deck 7s. 6d.

Liverpool to **Cork**—The Nimrod, Wednesdays, August 6th, 9 a.m.; 13th, 5 p.m.; 20th, 10½ a.m.; 27th, 5 p.m.

" to **Dumfries**—The Nithsdale, Thursdays, Aug. 7th, at midnight; 21st, 11½ p.m.; Tuesdays, 12th, 4 p.m.; 26th, 4 p.m.; Monday, 18th, 10 p.m. Cabin, 10s.; Deck, 5s.

Liverpool to **Douglas**—Every morning, except Sunday, at 11. Cabin, 7s. 6d.; Steerage, 3s.

Liverpool to **Dublin**—Fridays, Aug. 1, 9 p.m.; 8th, 12 noon; 15th, 8 p.m.; 22nd, 12 noon; 29th, 8 p.m.; Saturdays, 2nd, 9 p.m.; 9th, 1 p.m.; 16th, 8 p.m.; 23rd, 1 p.m.; 30th, 8 p.m.; Mondays, 4th, 10 p.m.; 11th, 3 p.m.; 18th, 10 p.m.; 25th, 3 p.m.; Tuesdays, 5th, 10 p.m.; 12th, 4 p.m.; 19th, 10 p.m. 26th, 4 p.m.; Wednesdays, 6th, 10 p.m.; 13th, 5 p.m.; 20th, 10 p.m.; 27th, 5 p.m.; Thursdays, 7th, 12 noon; 14th, 7 p.m.; 21st, 12 noon; 28th, 7 p.m.

Liverpool to **Dublin**—The Queen Victoria, Prince, Princess, and Iron Duke, sail alternately every evening from George's Pier Head, with the mails and Cabin Passengers only, at 7 o'clock to Kingstown Harbour.

" **Dublin**—daily, via Kingstown, at 4¾ a.m.—Fares, cabin £1, children under ten years of age, 10s., servants 10s.

Liverpool to **Dundalk**—The Dundalk, Fridays, Aug. 1st, 8 p.m.; 8th, 12 noon; 15th, 7 p.m.; 22nd, 12 noon; 29th, 8 p.m.; Mondays, 4th, 10 p.m.; 11th, 2 p.m; 18th, 10 a.m; 25th, 3 p.m.; Wednesdays, 6th, 10½ p.m.; 13th, 5 p.m.; 20th, 10½ p.m.; 27th, 6 p.m. Best Cabin 12s. 6d.; Deck 2s. 6d.

Liverpool to **Fleetwood**—No information received from this company.

Liverpool to **Garliestown**—No information received from this company.

Liverpool to **Glasgow**—The Princess, Friday, Aug. 1st, 5 p.m.; Wednesday 6th, 5 p.m.; Friday 8th, 5 p.m.; Wednesday, 13th, 5 p.m.; Friday, 15th, 5 p.m.; Wednesday, 20th, 5 p.m.; Friday, 22nd, 5 p.m.; Wednesday 27th, 5 p.m.; Friday 29th, 5 p.m. The Admiral, Saturday 2nd, 9 p.m.; Thursday 7th, 3 p.m.; Tuesday 12th, 7 p.m.; Monday 18th, 1 p.m.; Saturday 23rd, 4 p.m.; Thursday 28th, 8 p.m.; Tuesday 2nd Sept., 1 p.m. The Commodore, Monday 4th, 2 p.m.; Saturday 9th, 4 p.m., Thursday 14th, 7 p.m.; Tuesday 19th, 2 p.m.; Monday 25th, 6 p.m.; Saturday 30th, 12 noon. The Achilles, Tuesday 5th, 2 p.m.; Monday 11th, 6 p.m.; Saturday 16th, 12 noon; Thursday 21st, 3 p.m.; Tuesday 26th, 7 p.m.; Monday, 1st Sept. 1 p.m.—Cabin 15s., Steward's Fee 2s., Steerage 5s.

Liverpool to **Halifax, N. S., & Boston, U. S.**—The Hibernia, August 5th; the Caledonia, 19th.—Passage, including provisions, thirty-eight guineas, but without wines or liquors. Steward's fee, one guinea.

Liverpool to **Havre**—The "St. David" on the 1st of every Month, via Plymouth. Cabin £2 2s. 0d Deck 15s.

Liverpool to **Kirkcudbright**—No information received from this company.

Liverpool to **Lancaster**—The Duchess of Lancaster—Tuesday, August 5th, midnight; Saturday 9th, midnight; Saturday 16th, 10 p.m.; Friday 22nd, 1½ a.m.; Friday 29th, 11 a.m.

Liverpool to **Londonderry**—The Maiden City—Tuesdays.—The Robert Napier, Fridays, calling off Port Rush, and the Giant's Causeway.

Liverpool to **Mostyn**—Fridays, August 1st, 5½ p.m.; 8th, 10 a.m.; 15th, 5 p.m.; 22nd, 10 a.m.; 29th, 5 p.m.; Saturdays, 2nd, 6½ p.m.; 9th, 10½ a.m.; 16th, 6 p.m.; 23rd, 11 a.m.; 30th, 5½ p.m.; Mondays, 4th. 8 a.m.; 11th, 12½ noon; 18th, 7½ a.m.; 25th, 12 noon; Tuesdays, 5th, 8 a.m.; 12th, 1 p.m.; 19th, 8 p.m.; 26th, 3 p.m. Wednesdays, 6th, 8½ a.m.; 13th, 4 p.m.; 20th, 9 a.m.; 27th, 4 p.m.; Thurs lays, 7th, 9 a.m.; 14th, 4½ p.m.; 21st, 9½ a.m.; 28th, 4 p.m.

Liverpool to **Newry**—The Magnet, Mondays, August 4th, at 10 p.m.; 11th, 2 p.m.; 18th, 10 p.m.; 25th, 2 p.m. Thursdays, 7th, 11 p.m.; 14th, 6 p.m.; 21st, 10 p.m.; 28th, 6 p.m.—Cabin, including steward's fee, 12s. 6d.

" to **Plymouth**—On the first of every month.

Liverpool to Port-Carlisle—The Royal Victoria, Mondays, August 4th, 10 p.m.; 11th, 3 p.m.; Sunday 17th, 9 p.m.; Monday 25th, 3 p.m. Thursdays, 7th, 12 midnight; 28th, 7 p.m. The Newcastle, Mondays. August 4th, 10 p.m.; 11th, 3 p.m.; 18th, 10 p.m.; 25th, 3 p.m. Thursdays, 7th, 11 p.m.; 21st, midnight.—Cabin 12s., deck 5s. No steward's fees.

Liverpool to Port Rush.—No information received from this company.

Liverpool to Rhyl—August 1st, 5½ p.m.; 2nd, 6 p.m.; 3rd, ——; 4th, 7½ a.m.; 5th, 7½ a.m.; 6th, 8 a.m.; 7th, 9 a.m.; 8th, ——; 9th, 10½ a.m.; 11th, 12 noon; 12th, 12½ p.m.; 13th, 2½ p.m.; 14th, 4 p.m.; 16th, 5 p.m.; 17th, ——; 18th, 7 a.m.; 19th, 7½ a.m.; 20th, 8½ a.m.; 21st, 9 a.m.; 22nd, 9½ a.m.; 23rd, 10½ a.m.; 24th, ——; 25th, 12 noon; 26th, 1½ p.m.; 27th, 3 p.m.; 28th, 3½ p.m.; 30th, 5 p.m. Fares—Cabin, 4s., Deck, 2s.

Liverpool to Runcorn—The Blanche, from George's Pier, in connexion with the Bridgewater Canal Packet to Manchester; Fridays, August 1st, 8½ a.m.; 8th, 12½ noon; 15th, 7 a.m.; 22nd, 12½ noon; 29th, 7½ am. Saturdays, 2nd, 9 a.m.; 9th, 1 p.m.; 16th, 8 a.m.; 23rd, 1 p.m.; 30th, 8 a.m. Sundays, 3rd, 3rd, 9½ a.m.; 10th, 1½ p.m.; 17th, 9 a.m.; 24th, 2 p.m.; 31st, 8½ a.m. Mondays, 4th, 10 am.; 11th, 2½ p.m.; 18th, 10 a.m.; 25th, 3 p m. Tuesdays, 5th, 10½ a.m.; 12th, 4 pm.; 19th, 10 a.m.; 26th, 4 p.m. Wednesdays, 6th, 11 a.m.; 13th, 5 a.m. and 5½ p.m.; 20th, 11 a.m.; 27th, 5 a.m. and 5½ p.m. Thursdays, 7th, 12 noon; 14th, 6 a.m. and 6½ p.m.; 21st, 12 noon; 28th, 6 a.m. and 6½ p.m.

Liverpool to Sligo—Thursday, August 7th, at 11 a.m.

" **Ulverstone**—The Windermere—Mondays, August 4th, 4 a.m.; 11th, 8 a.m.; 18th, 4 a.m.; 25th, 8 a.m.; Thursday 7th, 4 a.m. Cabin, 7s. 6d.—steerage 5s.

" **Waterford**—The William Penn, Tuesdays, August 5th, 10 a.m.; 12th, 3½ p.m.; 19th, 10 a.m.; 26th, 5 a.m.

Liverpool to **Wexford**—The Town of Wexford, Tuesdays, August 5th, 9 a.m.; 12th, 3 p.m.; 19th, 10 a.m.; 26th, 4 p.m.—Cabin, 10s., steward's fee, 2s. 6d.—Deck, 5s.

Liverpool to Whitehaven—Saturdays, August 2nd, 10 p.m.; 9th, 2 p.m.; 16th, 9 p.m.; 23rd, 2 p.m.; 30th, 9 p.m.; Mondays, 4th, 1½ p.m.; 11th, 6½ p.m.; 18th, 1 p.m.; 25th, 6½ p.m.; Thursdays, 7th, 3½ p.m.; 14th, 10 a.m.; 21st, 3½ p.m.; 28th, 10 a.m.

Liverpool to **Wigtown**—No information received from this company.

Lynn to **Hull**—The Lord Nelson, Fridays, August 1st 4 a.m.; 8th, 8 a.m.; 15th, 3 a.m.; 22nd 8 a.m.; 29th, 3 a.m.; and the Jupiter or Cambridge every Tuesday.—Best cabin 10s. 6d., second ditto 6s.

Lynn to **London**—William IV., Saturdays.—Best cabin 8/6d—second cabin 5/.

London to **Aberdeen**—The City of London, Saturdays, Aug. 2nd, 9 p.m.; 9th, 1 p.m.; 23rd, 1 p.m. The City of Aberdeen, Wednesday, Aug 6th, 2 p.m.; Saturdays, 16th, 3 p.m.; 30th, 9 p.m. Main cabin, £2 17s. 6d.; steward's fee, 2s. 6d.—Second cabin, £1 15s.; steward's fee, 1s. 6d., including provisions.

London to **Belfast**—every Saturday.

,, to **Berwick-upon-Tweed**—The Rapid and Manchester, Saturdays, August 2nd, 9th, 16th, 23rd, and 30th, at 8 a.m.; Tuesdays, 5th, 12th, 19th, and 26th, at 8 a.m. Fares, including provisions, First cabin, £2 10s; Second cabin, £1 5s.

,, **Cork**—The Sirius or Tiger every Thursday—cabin 37s. 6d., & deck 17s. 6d.

London to Dublin—every Wednesday & Saturday morning, at 8. 1st cabin 37s. 6d., 2nd 25s. deck 15s.

,, **Dundee**—The London, Saturday, August 2nd, 10 p.m; Wednesday, 13th, 9½ a.m.; Saturday 23rd, 5 p.m. The Perth, Wednesday 6th, 12 noon; Saturday 16th, 10 p.m.; Wednesday, 27th, 9½ a.m. The Dundee, Saturday 9th, 5 p.m.; Wednesday 20th, 12 noon.—Fares, including provisions, Main cabin, £3 10s.; Steward's fees, 2s. 6d. Fore cabin, £2 5s.; Steward's fee, 1s. 6d.

London to **Edinburgh**—William, Saturday, August 2nd, 10 p.m., Wednesday, 13th, 10 p.m.; Saturdays 23rd and 30th, 10 p.m. Victoria, Saturdays, August 9th and 16th, 10 p.m.; Wednesday 27th, 10 p.m.—Fares, chief cabin £3 10s., fore cabin £2 5s., including provisions.

London to **Edinburgh**—Trident, Clarence, and Leith, Wednesdays and Saturdays.—Fares, £3 10s. and £2 5s., including provisions.

London to Falmouth—Wednesday & Saturday mornings at 8. 1st cabin 30s, 2nd 20s. deck 12s. 6d.

London to **Hull**—The Waterwitch or Vivid, every Tuesday and Friday, at 8 a.m. The London, William Darley, and Gazelle every Tuesday, Thursday, & Saturday, at 8 a.m. Best cabin, 12s. 6d., fore cabin, 7s.

London to **Inverness**—The Duchess of Sutherland,—Mondays, August 4th, 18th, and September 1st, at noon.

,, **Ipswich**—No information from this Company.

,, **Lynn**—William IV.—No information received from this company.

London to **Newcastle-on-Tyne**—The London Merchant, or City of Hamburgh—every Wednesday and Saturday at 8 p.m. Fares, Chief cabin, £1 10s. Second cabin, £1.

London to **Plymouth**—every Wednesday, Thursday, & Saturday morning at 8, and the Syrius or Tiger every Friday morning at 8. 1st cabin 25s., 2nd 20s., deck 7s. 6d.

,, **Portsmouth**—every Thursday, at 8 a.m.

,, **Ramsgate**—daily, at 9½ a.m.—Saloon, 6s.; Fore cabin, 5s.

,, **Sunderland**—No information received from this company.

London to **Southampton**—every Wednesday, at 8 a.m.

,, **Weymouth, Topsham, and Torquay**—The Queen; every Thursday morning at 8. Cabin £1; Deck 7s. 6d.

,, **Yarmouth**—The Ailsa Craig, every Tuesday evening at 6 o'clock.—Fares: Saloon, 10s.; Fore cabin, 5s.

London to **Foreign Stations :—**

London to **Antwerp**—The Soho, every Thursday at 11 a.m.—The Antwerpen, every Sunday at 11 a.m. Chief cabin £2 2s., fore cabin £1 12s. 6d.

London to **Havre**—The James Watt—every Sunday and Thursday, at 8 a.m.; Fares—chief cabin, £1 10s.; fore cabin, £1.

London to **Rotterdam**—Every Wednesday and Saturday Morning, from off the Custom House or Tower, at 9 o'clock, and from Brunswick Wharf, Blackwall, at a quarter before 10 precisely—Chief cabin, £2 2s.; Fore cabin, £1 12s. 6d.

Maryport to **Liverpool**—No information received from this Company.

Newcastle to Berwick—The Ardincaple every Wednesday at 8 a.m. The Eclipse every Monday at 8 a.m. Best cabin, 6s.—Second cabin, 4s.

Newcastle to **Dundee**—The Loch-Ryan, every Tuesday, two hours before high water, morning tide. Fares—cabin 10s.; steerage 6s.

Newcastle to Edinburgh—The Vesta—every Monday, two hours before high water, and every Friday at 6 a.m. The Benledi, every Wednesday and Saturday, at 6 a.m.—Best cabin, 10s.; second cabin, 6s.

Newcastle to **Hull.**—The "Neptune" every Tuesday at 8 a.m. Best cabin 10s., second cabin 6s.

Newcastle to **London**—The City of Hamburg, or London Merchant, Wednesdays, July 2nd, 1 p.m.; 9th, 5 a.m; 16th, 11 a.m.; 23rd, 5 a.m; 30th, 11 a.m.; Saturdays, 5th, 3 p.m.; 12th, 7 a.m.; 19th, 2 p.m.; 26th, 7 a.m. Fares—Chief cabin £1 10s.; Fore cabin £1.

Plymouth to **Cork**—The Syrius or Tiger every Saturday.

,, **Dublin**, Mondays and Fridays, at 8 a.m.

,, **Falmouth**, Mondays, Fridays, Wednesdays, and Saturdays, at noon.

,, **Guernsey and Jersey**, on Thursdays, at 6 p.m.

,, **Havre**, on the 3rd of the month. Cabin, 21s.; Deck, 10s.

,, **Liverpool**, on the 14th of the month. Cabin, 25s.; Deck, 10s.

,, **London**, Mondays, at 8 a.m, and Fridays, at 3 p.m.

,, **Portsmouth**, Mondays and Thursdays, at 1 p.m.

,, **Torquay**, Mondays and Thursdays, at 1 p.m.

,, **Southampton**, Mondays and Thursdays, at 1 p.m; and Fridays, at 3 p.m.

Port-Carlisle to **Belfast**—The Newcastle.—Wednesdays, August 13th and 27th at 6 a.m. Cabin, 10s, Steward's fee, 2s., Deck, 3s.

Port-Carlisle to **Dublin**—Calling off Douglas, Isle of Man—The Royal Victoria, Tuesday, August 19th, 11 a.m. Cabin, 20s., Deck, 7s. 6d.

Port-Carlisle to **Liverpool**—The Royal Victoria, Saturdays, August 2nd, 10 a.m.; 9th, 2 p.m.; 23rd, 2 p.m. Wednesdays, 6th, 12 noon; 27th, 6 a.m. Friday, 15th, 8 a.m. The Newcastle, Saturdays, 2nd, 10½ a.m.; 9th, 2½ p.m.; 16th, 9½ a.m; 23rd, 2½ p.m.; 30th, 9½ a.m. Wednesdays, 6th, 12½ noon; 20th, 12⅛ noon. Cabin, 12s; Deck, 5s

Portsmouth to Plymouth—on Tuesdays and Fridays.

Runcorn to **Liverpool**—The Blanche, in connexion with the Bridgwater Canal Packets from Manchester—Fridays, 1st, 10⅝ a.m; 8th, 2⅝ p.m.; 15th, 9½ a.m.; 22nd, 3 p.m.; 29th, 9¾ a.m. Saturdays, 2nd, 11½ a.m; 9th, 2½ p.m; 16th, 10½ a.m.; 23rd, 3½ p.m.; 30th, 10½ a.m. Sundays, 3rd, 12½ noon; 10th, 4 p.m; 17th, 11⅛ a.m. 24th, 4¼ p.m; 31st, 11 a.m. Mondays, 4th, 12½ p.m.; 11th, 5 p.m; 18th, 12¼ p.m. 25th, 5¼ p.m. Tuesdays, 5th 12⅝ p.m; 12th, 6¼ p.m.; 19th, 12½ p.m; 26th, 6¼ p.m. Wednesdays, 6th, 1½ p.m; 13th, 7 a.m.; 20th, 1 p.m.; 27th, 7¼ a.m. Thursdays, 7th, 2¼ p.m.; 14th, 8⅜ a.m.; 21st, 2¼ p.m. 28th, 8⅜ a.m.

Southampton to **Bombay,** (in connexion with the Hon. E. I. Company's Steamers from Suez,) on the 3rd of every month, at 2 p.m.

Southampton to **Ceylon, Madras, and Calcutta,** on the 20th of every month, at 2 p.m.

,, to **Constantinople, calling at Gibraltar, Malta, and Smyrna,** on the 3rd of every month, at 2 p.m.

Southampton to **Corunna, Vigo, Oporto, Lisbon, Cadiz, & Gibraltar**—The Peninsular and Oriental Company's Steamers, on the 7th, 17th, and 27th of every month, except when the date falls on Sunday, then on the following day.

Southampton to **Dublin**—every Thursday at 3 p.m.

,, **Falmouth**—every Thursday at 3 p.m.

Southampton to **Guernsey and Jersey**—The Wonder, South Western, and Calpe, every Tuesday, Thursday, and Saturday, at 7 p.m. The Atalanta and Monarch, every Monday and Friday, at 7 p.m. Main Cabin 21s; Second Cabin 14s

Southampton to **Havre**—The Wonder, Grand Turk, South Western, Saturdays, August 2nd, 9 pm.; 9th, 3 p.m; 16th, 9 p.m; 23rd, 3 p.m; 30th, 9 p.m.; Mondays, 4th, 10 p.m.; 11th, 6 p.m.; 18th, 10 p.m.; 25th, 6 p.m.; Wednesdays, 6th, 10 p.m.; 13th, 6 p.m; 20th, 10 p.m; 27th, 6 p.m.; Thursdays, 7th, 6 p.m.; 14th, 10 p.m; 21st, 5 p.m.; 28th, 10 p.m. Main cabin, 21s.; Fore cabin, 14s.

Southampton to **Penang, Singapore, and Hong Kong,** on the 20th of every month, at 2 p.m.

Southampton to **Saint Malo**—The Wonder, every Saturday at 7 p.m. The Atalanta and Monarch, every Monday and Friday, at 7 p.m. Main cabin 28s. 6d, fore cab. 14s.

,, **Malta and Alexandria**—The Peninsular and Oriental Company's Steamers, on the 3rd and 20th of every month, at 2 p.m., with the mails.

Southampton to the West Indies—The Royal Mail Steam Packet Company's Ships on the 2nd and 17th of every month, at 2 p.m.

Southampton to **London**—every Thursday, at 3 p.m., and Saturday at 8 a.m.

,, **Plymouth**, on Tuesdays, Thursdays, and Fridays.

Sunderland to **London**—No information received from this company.

Thorn to Hull daily, at 8½ a.m. Cabin, 2s. 6d.; fore cabin, 1s. 6d.

Torquay to **Guernsey, Jersey and France.**—The Ariadne, every Monday and Thursday, at 8 p.m. Chief Cabin 20s., Fore Cabin 14s., Deck 8s.

,, **Plymouth**, on Wednesdays and Saturdays.

Topsham, Torquay, and Weymouth to **London.**—The Queen, every Monday. Cabin 20s. deck 7s. 6d.

Topsham and Torquay to **Guernsey and Jersey**—Every Monday and Thursday.

Ulverston to **Fleetwood**—No information received from this Company.

Ulverston to **Liverpool**—The Windermere.- Mondays, August 4th, 11 a.m.; 11th, 3 p.m.; 18th, 11 a.m.; 25th, 3½ p.m. Thursday, 7th, 1 p.m.

Whitehaven to **Belfast**—Mondays. Aug. 4th, 10 p.m.; 11th, 4 p.m.; 18th, 10 p.m.; 25th, 6 p.m. Fares: Cabin 12s, deck 3s.

Whitehaven to **Douglas, Isle of Man**—Tuesdays, August 5th, 1 p.m.; 12th, 7 a.m.; 19th, 12 noon; 26th, 7 a.m. Cabin, 7s. 6d.; steerage, 5s.

Whitehaven to **Liverpool**—Saturdays, August 2nd, 12 noon; 9th, 4 p.m.; 16th, 12 night; 23rd, 4½ p.m.; 30th, 11 p.m. Tuesdays, 5th, 1½ p.m.; 12th, 6 p.m.; 19th, 1½ p.m.; 26th, 6½ p.m. Thursdays, 7th, 12 night; 14th, 8 p.m.; 21st, 12 night; 28th, 8 p.m.

Wisbech to **Hull**—The Forager, every Monday. Fares: Best Cabin 10s 6d, second ditto 6s, steward's fees included.

Yarmouth to **Hull**—The London or Iris, every Saturday Afternoon. Best Cabin, 8s., Fore Cabin, 5s.

Yarmouth to **London**—No information received from this company.

SCOTLAND.

Aberdeen to **Edinburgh**—(calling off the intermediate ports), every Tuesday, Wednesday, Thursday, and Saturday, at 6 a.m.

,, **London**—The City of Aberdeen, Saturdays, August 2nd, 10 p.m.; 9th, 3 p.m.; 23rd, 4 p.m.; The City of London, Wednesday, 6th, 2 p.m.; Saturdays, 16th, 10 p.m.; 30th, 10 p.m. Main Cabin, £2 17s. 6d., Steward's fee, 2s. 6d.; Second Cabin, £1 15s., Steward's fee, 1s. 6d., including provisions.

Ardrossan to **Belfast**—every Monday, Wednesday, and Friday morning, at 10 a.m.

,, to **Fleetwood** every Monday, Tuesday, Thursday, and Friday, at 5 p.m.

Corpach to Glasgow—The Dolphin and Shandon on Tuesdays and Fridays, at 5 a.m. The Rob Roy on Friday at 4 p.m.

,, **Inverness**—on Tuesday,, Thursday, and Saturday, at 8 a.m.

Dumfries to **Liverpool**—The Nithsdale, Saturdays, August 9th, 1 p.m.; 23rd, 1 p.m.; Fridays, 15th 8 a.m.; 29th, 8 a.m.; Wednesday, 20th, 11 a.m. Cabin 10s., Deck 5s.

Dundee to Edinburgh—The Britannia, every day, at 2 p.m. Cabin, 4s., Steerage, 2s. 6d.

,, **London**—The Perth, Saturdays, August 2nd, 1½ p.m; 23rd. 5 p.m.; Wednesday, 13th, 2 p.m. The Dundee, Wednesday, 6th, 3 p.m., 27th, 2 p.m. Saturday, 16th, 1 p.m. The London, Saturday, 9th, 5 p.m., Wednesday, 20th, 2½ p.m. Main cabin, £3 10s.; Steward's fee 2s. 6d. Fore cabin, £2 5s.; Steward's fee 1s. 6d., including provisions.

Dundee to Newcastle—The Loch-Ryan, every Friday, two hours before high water, morning tide Cabin 10s.; Steerage 6s.

Dunoon to **Glasgow**—every day at 8, and every Monday, Wednesday and Friday about 12 noon.

Edinburgh to **Aberdeen**—From Granton Pier (calling off the intermediate ports), every Tuesday, Wednesday, Friday, and Saturday, at 6 a.m.

Edinburgh to **Berwick**—From Granton Pier, the Ardincaple, every Friday at 8 a.m. The Eclipse, every Thursday, at 8 a.m. Best Cabin, 6s., Second Cabin, 4s.

,, **to Dundee**—The Britannia, from Granton, every Morning at 8 o'clock. Cabin, 4s., Steerage, 2s. 6d.

Edinburgh to **Hull**—The Martello every Wednesday and Saturday.—Cabin, 12s.; Steward's fee, 2s.; Steerage, 7s. 6d.

,, **Inverness**—and intermediate ports—every Tuesday, at 6 a.m.; from Granton Pier.

,, **Kirkwall**—(Orkney)—every Friday, at 6 a.m.; from Granton Pier.

,, **Lerwick**—(Zetland)—every Friday, at 6 a.m.; from Granton Pier.

Edinburgh to **London.**—No information received from this company.

Edinburgh to **London**—The Trident, Clarence, and Leith, Saturdays, July 5th, 12th, 19th, 26th, and Aug. 2nd. Wednesdays, 9th and 23rd, at 3 p.m.—Fares, including provisions; chief cabin, £3 10s.; fore cabin £2 5s.

Edinburgh to **Montrose**—The Tarbert Castle every Wednesday and Saturday, from Granton Pier, at 8 a.m. Best cabin, 5s.; second, cabin, 2s. 6d.

Edinburgh to **Newcastle**—The Vesta every Wednesday at 7 a.m., and Saturday 6 p.m., from Granton Pier. The Benledi every Tuesday and Friday, at 7 a.m.—Best cabin, 10s.; Second cabin, 6s.

Edinburgh to **Wick**—(Caithness)—every Friday, at 6 a.m.; from Granton Pier.

Fort-William to **Glasgow**—The Dolphin, every Tuesday and Friday, at 5 a.m.

,, ,, The Rob Roy, every Tuesday, at 5 a.m.

Garliestown to **Liverpool**—No information received from this company.

Glasgow to **Belfast**—The Glow Worm and Fire Fly (via Ardrossan) every day, at 7½ a.m. Fares—Cabin and 1st class, 12s.; Cabin and 2nd class, 10s. 6d.; Deck and third class, 2s. 6d. The Tartar, every Monday, Wednesday, and Friday. The Tartar, Fridays, August 1st, 8 p.m.; 15th, 7 p.m.; 29th, 7 p.m.; Wednesdays, 6th, 12 noon; 20th, 12 noon; Mondays, 11th, 2 p.m.; 25th, 2 p.m. Thetis, Mondays, 4th, 8 p.m.; 11th, 1 p.m.; 18th, 7 p.m.; 25th, 1 p.m.; Wednesdays, 6th, 7½ a.m.; 13th, 7½ a.m.; 20th, 7½ a.m.; 27th, 7½ a.m.; Fridays, 8th. 7½ a.m.; 15th, 7½ a.m.; 22nd, 7½ a.m.; 29th, 7½ a.m.; Saturdays, 9th, 1 p.m.; 16th, 7 p.m.; 23rd, 1 p.m.; 30th, 7 p.m. Aurora, Mondays, 4th, 12 noon; 18th, 11 a.m.; Fridays, 8th, 1 p.m.; 22nd, 1 p.m.: Wednesdays, 13th, 5 p.m.. 27th, 5 p.m.

Glasgow to Corpach—The Shandon and Dolphin, on Mondays and Fridays, at 5 a.m.

Glasgow to **Dublin**—Vanguard, Friday, 8th, 12 noon. The Jupiter, Tuesdays, 12th, and 26th, at 4 p.m.

Glasgow to **Fleetwood,** (via Ardrossan)—Every Monday, Tuesday, Thursday, and Friday, at 3½ p.m. Fares—Cabin and 1st class, 22s.; Cabin and 2nd class, 20s. 6d.; Deck and 3rd class, 5s.

Glasgow to **Girvan** and **Stranraer**—The Albion, Wednesdays, August 6th, at 5 a.m.; 13th, at 10 a.m.; 20th, at 5 a.m.; 27th, at 11 a.m.; Saturdays, 9th, at 6 a.m.; 16th, at 10 a.m.; 23rd, at 6 a.m. 30th, at 10 a.m.

Glasgow to **Greenock, Gourock, Dunoon, & Rothsay** daily at 6, 9, & 10 a.m, 1 p.m, & 4 p.m.

,, ,, ,, **Kilman**—From Glasgow Bridge, daily, at 10 a.m., and 4½ p.m.

Glasgow to **Inverary** every day, from Foot of Broomielaw, at 9 a.m.

,, **Inverness**—calling at Ardrisshaig, Oban, Fort-William, and intermediate places, The Shandon, Dolphin, and Culloden, on Mondays and Fridays, at 5 a.m.

Glasgow to **Islay**—Every Monday and Thursday, at 6 a.m.

Glasgow to **Liverpool.**—The Commodore, Friday, August 1st, 10 a.m.; Wednesday, 6th, 12 noon; Tuesday, 12th, 4 p.m.; Saturday, 16th, 9 p.m.; Friday, 22nd, 1 p.m.; Wednesday, 27th, 6 p.m.; Tuesday, Sep. 2nd, 11 a.m. The Achilles, Saturday, 2nd, 10 a.m.; Friday, 8th, 1 p.m.; Wednesday, 13th, 6 p.m.; Tuesday, 19th, 11 a.m.; Saturday, 23rd, 2 p.m.; Friday, 29th, 9 a.m. The Princess, Monday, 4th, 3 p.m.; Thursday, 7th, 3 p.m.; Monday, 11th, 3 p.m.; Thursday. 14th, 3 p.m.; Monday, 18th, 3 p.m.; Thursday, 21st, Monday, 25th, 3 p.m.; Thursday, 28th, 3 p.m.; Monday, Sep. 1st, 3 p.m. The Admiral, Tuesday, 5th, 12 noon; Saturday, 9th, 2 p.m.; Friday, 15th, 9 a.m.; Wednesday, 20th, 12 noon; Tuesday, 26th, 5 p.m.; Saturday, 30th, 8 p.m.—Fares: Cabin, 17s., including Steward's fee; steerage, 5s.

,, **Londonderry**—The Londonderry and St. Columb, every Monday and Thursday.

Glasgow to Oban—The Shandon and Dolphin on Mondays, Tuesdays, Thursdays, & Fridays, at 5 a.m.

Glasgow to Portaskaig—every Monday and Thursday, at 6 a.m.

,, **Port Ellen**—The Toward Castle every Thursday morning; and every Tuesday from Glasgow Bridge, at 6 a.m. The Antelope every Monday Morning.

,, **Portree**, calling at Ardrisshaig, Oban, Tobermory, and intermediate places, the Shandon, Dolphin. Antelop eand Toward Castle, on Tuesdays and Fridays, at 5 a.m. Antelope every Monday morning, and the Toward Castle every Thursday morning.

,, **Sligo**—Saturday, August 2nd, 11 a.m.

Glasgow to Tobermory—The Shandon, Dolphin, Antelope, and Toward Castle every Tuesday and Friday at 5 a.m. The Antelope every Monday morning, and the Toward Castle every Thursday morning

Glasgow to Tarbert and Lochgilphead—every day, at 6 am. and 9 a.m.

Greenock to Belfast—Monday and Saturdays at 6 a.m.

,, **Inverness**—The Rob Roy, every Tuesday Morning.

Greenock to Liverpool—The Princess Royal (with passengers only), every Monday and Thursday, at 4 p.m.—Cabin, 15s, steward's fee, 2s.; steerage, 5s.

Inverness to Edinburgh—every Thursday night.

Inverness to Glasgow—The Culloden, Dolphin, and Shandon, on Mondays and Wednesdays, at 8 a.m. and Fridays, 6 a,m.

,, **London**—The Duchess of Sutherland, Mondays, August 11th, and 25th, 4 p.m.

Inverary to Glasgow—every day at 5 a.m.

Kirkcudbright to Fleetwood—The Maid of Galloway.—No information received from this company.

Kirkcudbright to Liverpool—No information received from this company.

Kirkwall to Edinburgh—every Tuesday morning.

Lerwick to Edinburgh—every Monday afternoon.

Lochgilphead to Glasgow—Every day, about 7 am., and 1 p.m.

Montrose to Edinburgh—The Tarbert Castle, every Tuesday and Friday, at 7 a.m.—Best cabin, 5s.; second cabin, 2s. 6d.

Oban to Glasgow—The Dolphin and Shandon, on Mondays, Tuesdays, Thursdays, and Fridays, about 7 a.m.—The Rob Roy and Shandon every Saturday at 5 a.m.

Oban to Staffa and Iona—The Dolphin, Wednesdays at 6 a.m., and Saturdays at 7 a.m.

Portaskaig to Glasgow.—every Tuesday and Friday, at 8½ a.m.

Portree to Glasgow—The Antelope, Toward Castle, Dolphin, and Shandon, Mondays and Thursdays, at 4 in the morning.

Port-Ellen to Glasgow—The Toward Castle, every Tuesday about 3 p.m., and every Thursday at 8 am.—The Antelope, every Friday about 3 p.m.

Rothesay to Glasgow—Every day at 3 p.m.

Stranraer to Belfast—The Albion, Monday 11th, 5 a.m.; 18th, 9 a.m.; 25th, 5 a.m.; September 1st, 9 a.m.

,, **Girvan and Glasgow**—The Albion, Tuesdays, August 5th, 10 a.m.; 12th, 6 a.m.; 19th, 10 a.m.; 26th, 6 a.m.; Thursdays, 7th, 11 a.m.; 14th, 6 a.m.; 21st, 11 a.m.; 28th, 7 a.m.

Tarbert to Glasgow—Every day, at 8 a.m. and ¼ to 2 p.m.

Tobermory to Glasgow—The Antelope, every Thursday about 4 p.m.—Toward Castle, every Monday about 4 p.m.

Wick to Edinburgh—every Tuesday forenoon.

Wigtown to Liverpool.—No information received from this company

IRELAND.

Belfast to Dublin—Queen Victoria, every Wednesday, August 6th, 9 p.m.; 13th, 4 p.m.; 20th, 9 p.m.; 27th 4 p.m. The "Queen Victoria" leaves Dublin for Belfast every Monday.

Belfast to Fleetwood—Prince of Wales, and Princess Alice, every Monday, Wednesday, Friday, and Saturday. Fares, including Steward's fees, Saloon 15s., Fore Cabin 10s., Deck 3s.

Belfast to Liverpool—The Athlone, Tuesdays—August 5th, 8 p.m.; 12th, 2 p.m.; 19th, 8 p.m.; 26th, 2 p.m.

Belfast to Glasgow—The Fire-Fly (via Ardrosson), every Tuesday, Thursday, and Saturday, 11 a.m: The Glow-worm, every Monday, Wednesday, and Friday, at 10 a.m.—The Tartar, every Monday, Wednesday, and Friday. Fares, Cabin and First class 12s., Cabin and Second class 10s. 6d., Deck and Third class 2s. 6d. Aurora, Friday, August 1st, 9 p.m.; Wednesday, 6th, 9 p.m.; Monday, 11th, 5 p.m.; Friday, 15th, 9 p.m.; Wednesday, 20th, 9 p.m.; Monday, 25th, 4 p.m.; Friday, 29th, 8 p.m. Thetis, Monday 4th, Tuesday 5th, Thursday 7th, Saturday 9th, Monday 11th, Tuesday 12th, Thursday 14th, Saturday 16th, Monday 18th, Tuesday 19th, Thursday 21st, Saturday 23rd, Monday 25th, Tuesday 26th, Thursday 28th, and Saturday 30th, at 10 a.m. Tartar, Monday 4th, 9 p.m.; Friday 8th, 10 p.m.; Wednesday 13th, 6 p.m.; Monday 18th, 9 p.m.; Friday 22nd, 10 p.m.; Wednesday 27th, 6 p.m.

Belfast to Greenock—on Mondays and Saturdays, at 10 a.m.

Belfast to London—Mondays—August 4th, 9 p.m.; 11th, 2 p.m.; 18th, 9 p.m.; 25th, 2 p.m.; Sept. 1st, 8 p.m. These Vessels leave London every Saturday, and Dublin every Friday, taking passengers between Belfast and Dublin.

,, **Port-Carlisle**—The Newcastle—Thursdays, August 14th, and 28th 6 p.m. Cabin 10s. Steward's fees 2s., Deck 3s.

,, to **Stranraer**—Mondays, August 11th, 12 noon; 18th, 4 p.m.; 25th, 12 noon; September 1st, 4 p.m.

,, to **Whitehaven**—Wednesdays, 6th, 11 a.m.; 13th, 5 p.m.; 20th, 11 a.m.; 27th, 5 p.m. Fares, Cabin 12s. Deck 3s.

Bristol to Cork—The Rose, Capt. Gilmore—The Sabrina, Capt. Parker—Fridays, 1st, 4 p.m; 8th, 8½ a.m.; 15th, 3½ p.m.; 22nd, 8½ a.m.; 29th, 3½ p.m. Tuesdays, 5th, 7 a.m.; 12th, 11½ a.m.; 19th, 7 a.m.; 26th, 11½ a.m.

Cork to Bristol—The Sabrina, Capt. Parker—The Rose, Capt. Gilmore—Fridays, 1st, 2 p.m.; 8th, 7½ a.m.; 15th, 1 p.m.; 22nd, 7½ a.m.; 29th, 1 p.m. Tuesdays, 5th, 3 p.m.; 12th, 10 a.m.; 19th, 4 p.m.; 26th, 10 a.m.

Cork to Dublin—The Jupiter, Capt. Hirst—Tuesdays, August 5th, 3½ p.m.; 19th, 4 p.m.

,, to **London**—The Tiger and Ocean,—Thursdays, 7th, 6 p.m.; 14th, 1 p.m.; 21st, 6 p.m.; 28th, 12 noon.

,, to **Liverpool**—The Nimrod, Saturdays, August, 2nd, 2 p.m.; 9th, 7 a.m.; 16th, 2 p.m.; 23rd, 7 a.m.; 30th, 1 p.m.

,, to **Plymouth**—On Thursdays.

Dublin to Belfast—The Queen Victoria, Fridays and Mondays, on Mondays with Goods and Passengers, on Fridays with Passengers only. Fridays, August 1st, 8 p.m.; 8th, 2 p.m.; 15th, 8 p.m.; 22nd, 2 p.m.; 29th, 8 p.m. Mondays, 4th, 9 p.m.; 11th, 4 p.m.; 18th, 9 p.m.; 25th, 4 p.m.

Dublin to Bristol—The Shamrock, every Tuesday; the Victory, every Friday.

,, to **Cork**—The Jupiter, Fridays, August 1st, 8 p.m.; 15th, 5½ p.m.; 29th, 5 p.m.

,, to **Douglas, Isle of Man**—exery Thursday at 10 am.; cabin 10s. 6d.; steerage 5s.

,, **Falmouth**—every Wednesday.

,, to **Glasgow**—The Jupiter, Fridays, 8th, 10 a.m; 22nd, 10 a.m.

,, **Holyhead**—H. M. Mail Steam Packets, from Kingstown, every morning at 9 o'clock.

Dublin to Liverpool—The Government Mail Packet, every morning at 7 from Kingstown harbour:

,, **Liverpool**—The Prince, Princess, Iron Duke, and Queen Victoria, every evening at 6½, with the mails and cabin passengers only, from Kingstown Harbour.

Dublin to Liverpool—Fridays, August, 1st, 7 p.m.; 8th, 11 a.m.; 15th, 7 p.m.; 22nd, 11 a.m.; 29th, 6 pm. Saturdays, 2nd, 8 am.; 9th, 12 noon; 16th, 8 am.; 23rd, 12 noon; 30th, 0 p.m. Mondays, 4th, 9 p.m.; 11, 2 pm.; 18th, 9 p.m.; 25th, 2 p.m. Tuesdays, 5th, 9 pm.; 12th, 3 p.m.; 19th, 9 p.m.; 26th, 3 p.m. Wednesdays, 6th, 10 a.m; 13th, 4 p.m; 20th, 10 a.m; 27th, 4 p.m. Thursdays, 7th, 11 a.m.; 14th, 5 p.m.; 21st, 11 a.m.; 28th, 5 p.m.

Dublin to London—Saturdays, August 2nd, 10 a.m.: 9th, 1 pm.; 16th, 9 am.; 23rd, 1 p.m.; 30th, 9 a.m; Wednesdays, 6th, 1 p.m.; 13th, 6 p.m.; 20th, 1 p.m.; 27th, 5 pm.—The Senator, Tuesdays.

" to **Plymouth**—every Wednesday and Saturday.

" to **Port Carlisle**—The Royal Victoria, Thursday, August 21st 2 p.m.—Cabin 20s., Deck 7/6.

Dublin to Southampton—Every Wednesday.

Dublin to Wexford—The Eclipse, every Friday.

Dundalk to Liverpool—DUNDALK—Saturdays, August 2nd, 9 pm; 9th, 1 p.m.; 16th, 8 pm.; 23rd, 1 p.m; 30th, 8 p.m; Tuesdays, 5th, 10 pm.; 12th, 4 pm.; 19th, 10 pm.; 26th, 5 p.m.; Thursdays, 7th, 12 noon; 14th, 7 p.m; 21st, 11 a.m; 28th, 7 p.m.—Best Cabin, 12s. 6d., Deck 2s. 6d.

Londonderry to Fleetwood—every Saturday Cabin 20s., Deck 5s.

Londonderry to Glasgow—The Londonderry and St. Columb, every Tuesday and Thursday.

Londonderry to Liverpool.—The Maiden City, Fridays.—The Robert Napier, Tuesdays.

Newry to Liverpool.—The Magnet, Saturdays, August 2nd, 8 p.m.; 9th, 11 p.m; 16th, 7 p.m.; 23rd, 11 p.m.; 30th, 6 p.m; Wednesdays, 6th, 9 p.m.; 13th, 3 p.m.; 20th, 9 p.m.; 27th, 4 pm. The Hercules, Saturdays, August 2nd, 8 p.m; 9th, 11 p.m; 16th, 7 p.m.; 23rd, 11 p.m; 30th, 7 p.m; Wednesdays, 6th, 9 p.m; 13th, 4 p.m; 20th, 9 p.m; 27th, 7 p.m. Fares—Cabin (including Steward's Fee), 12s. 6c.

Port-Rush to Liverpool—No information received rom this company.

Sligo to Glasgow—Saturday, August 9th, 7 p.m.

Sligo to Liverpool—Monday, August 4th, 5 p.m.

Waterford to Liverpool—The William Penn, every Friday.

Waterford to Bristol—Osprey, Tuesdays, the Nora reina. Fridays

Waterford to Dublin—Eclipse, every Monday. Cabin 10s. deck 5s.

Waterford to Wexford—The Eclipse, everyMonday

Wexford to Liverpool the Town of Wexford, every Friday. Cabin, 10s.; steward's fee, 2s. 6d.; deck, 5s.

" to **Dublin**—The Eclipse, every Tuesday.

Wexford to Waterford—The Eclipse, every Saturday.

WALES.

Amlwch to Liverpool,—The Windermere, Wednesdays, August 6th, at 1 a.m.; 13th, 8 p.m.; 27th, 8 p.m.; Thursday 21st, 2 a.m.

Aberystwyth to Milford—The Eclipse, every Saturday.

Carmarthen to Bristol—The Phœnix, Tuesdays, August 5th, 6.m.; 12th, 10½ a.m.; 19th, 6 a.m.; 26th, 10½ a.m. Cabin, 17s; Deck, 8s.

Cardiff to Bristol—The Prince of Wales, and the Lady Charlotte, daily, Sunday excepted.

Chepstow to Bristol—every afternoon.

Haverfordwest to Bristol—The Star, Fridays, August 1st, 4 p.m.; 8th, 8 a.m.; 15th, 3 p.m.; 22nd, 8 a.m.; 29th, 3 p.m.—Cabin 17s; Deck 8s.

Holyhead to Dublin—H. M. Mail Steam Packets, every evening at 6½, for Kingstown.

Ilfracombe to Bristol—The Torridge, Saturdays, August 2nd, 7 a.m.; 9th, 11 a.m.; 16th, 6½ a.m.; 23rd, 11 a.m.; 30th, 6 a.m. Wednesdays, 6th, 9 a.m.; 20th, 9½ a.m. Thursdays, 14th and 28th, 4 a.m.

Ilfracombe to Swansea—Lord Beresford, Mondays, August 4th, 3½ p.m; 11th, 1 p.m; 18th, 3½ p.m.; 25th, 1 p.m. County, Wednesdays, 6th, 4½ p.m.; 13th, 4 p.m.; 20th, 4½ p.m.; 27th, 4 p.m.

Menai Bridge to Liverpool—The Erin Go-Brah, every Monday, Wednesday, and Friday, and the Cambria, every Tuesday, Thursday, and Saturday, at 9 o'clock, morning. The Albert, Mondays 11th and 25th, at 6 a.m.

Milford to Bristol—The Star, Saturdays, August 2nd, 1 a.m.; 9th, 5 a.m.; 23rd, 5 a.m. Fridays, 15th, 12 night; 29th, 12 night.

Milford to Cardigan and Aberystwyth—The Eclipse, every Thursday.

Mostyn to Liverpool—Fridays, August 1st, 9 30 a.m.; 8th, 2 p.m.; 15th, 9 a.m.; 22nd, 2 p.m.; 29th, 9 a.m. Saturdays, 2nd, 9½ a.m.; 9th, 2½ p.m.; 16th, 10 a.m.; 23rd, 3 p.m.; 30th, 9 a.m. Sundays, 3rd, 12 noon; 17th, 8 a.m.; 31st, 8 p.m. Mondays, 4th, 12 noon; 11th, 4½ p.m.; 18th, 11½ a.m.; 25th, 25th, 4 p.m. Tuesdays. 5th, 12 noon; 12th, 5 p.m.; 19th, 12 noon; 26th, 6 a.m. Wednesdays, 6th, 12½ noon; 13th, 7 a.m.; 20th, 1 p.m.; 27th, 7 a.m. Thursdays, 7th, 1 p.m.; 14th, 8 a.m; 21st, 1½ p.m.; 28th, 7½ a.m.

Newport to Bristol—daily (Sundays excepted.)

Rhyl to Liverpool—August 1st, 9 a.m.; 2nd, 9½ a.m.; 3rd, ——; 4th, 11 a.m.; 5th 11½ a.m; 6th, 12 noon; 7th, 1 p.m.; 8th, 1½ p.m.; 9th, 2½ p.m.; 11th, 4 p.m.; 12th, 5 a.m.; 13th, 6 a.m.; 14th, 7 a.m.; 15th, 8 a.m.; 16th, ——; 17th, ——; 18th, 11 a.m.; 19th, 11½ a.m.; 20th, 12½ p.m.; 21st, 1 p.m.; 22nd, 1½ p.m.; 23rd, 2½ p.m.; 24th, ——; 25th, 4 p.m.; 27th, 6 a.m.; 28th, 7 a.m.; 29th, 8 a.m.

Swansea to Bristol—Beresford, Fridays, August 1st, 6 a.m; 8th, 9½ a.m; 15th, 4½ a.m.; 22nd, 10 a.m; 29th, 4½ a.m; Tuesdays, 5th, 8 a.m; 12th, 12 noon; 19th, 8 a.m; 26th, 12 noon. County. Saturdays, 2nd, 6 a.m.; 9th, 10 a.m.; 16th, 5½ a.m.; 23rd, 10 a.m.; 30th, 5 a.m. Thursdays, 7th, 9 a.m; 14th, 3 a.m; 21st, 9 a.m.; 28th, 3 a.m.

Swansea to Ilfracombe—Lord Beresford, Mondays, August 4th, 4½ a.m.; 11th, 8½ a.m.; 18th, 4½a.m.; 25th, 9 a.m. County, Wednesdays, 6th, 5½ a.m.; 13th, 12 noon; 20th, 5½ a.m.; 27th, 12 noon.

Swansea to Liverpool—The Troubadour, calling at Milford, Wednesdays, August 6th, at 6 a.m.; 13th, 10 a.m.; 20th, 6 a.m.; 27th, 10 a.m., calling at Milford.

Tenby to Bristol—Star, Saturdays, August 2nd, 6 a.m.; 9th, 10 a.m.; 16th, 5 a.m.; 23rd, 10 a.m; 30th, 5 a.m. Phœnix Tuesdays, 5th, 9 a.m.; 12th, 1½ p.m.; 19th, 9 a.m.; 26th, 1½ p.m.

FROM FOREIGN STATIONS

TO ENGLISH PORTS.

Antwerp to Hull—The Monarch, every Wednesday—Best Cabin, £2.; Fore Cabin, 15s.

Antwerp to London—The Soho every Sunday, at 1 p.m. The Antwerpen every Wednesday at 1 p.m. Chief cabin, £2 2s.; Fore cabin, £1 12s 6d.

Boston U. S. to Liverpool—The Royal Mail Steamers on the 1st and 16th of each month.

Boulogne to Dover—Every day.—Chief cabin, 8s. Fore cabin, 6s.

Boulogne to Folkstone—August 1st, 8½ a.m., and 8 p.m.; 2nd, 9 a.m. and 8 p.m.; 3rd, 10 a.m. and 9½ p.m.; 4th, 10½ a.m. and 9 30 p.m.; 5th, 11 a.m. and 10 p.m.; 6th, 11 a.m. and 10 p.m.; 7th, noon and 11 p.m.; 8th, noon and 11 p.m.; 9th, 2 p.m.; 10th, 1 a.m. and 2 p.m.; 11th, 1½ a.m. and 2 50 p.m.; 12th, 2 a.m. and 3½ p.m.; 13th, 5 a.m. and 5 10 p.m.; 14th, 6½ a.m. and 5 10 p.m.; 15th, 7½ a.m. and 7 p.m.; 16th, 8 a.m. and 7 p.m.; 17th, 9 a.m. and 8½ p.m.; 18th, 10 50 a.m. and 9½ p.m.; 19th, 10 50 a.m. and 9½ p.m.; 20th, 11 a.m. and 10 p.m.; 21st, noon and 11 p.m.; 22nd, noon; 23rd, 12½ a.m. and 2 p.m.; 24th, 1 a.m. and 2 p.m.; 24th, 1 a.m. and 2 p.m.; 25th, 1½ a.m. and 3 p.m.; 26th, 4½ a.m. and 3 p.m.; 27th, 5½ a.m. and 5½ p.m.; 28th, 6½ a.m. and 5½ p.m.; 29th, 7½ a.m. and 7 p.m.; 30th, 8½ a.m. and 7 p.m.; 31st, 8½ a.m. and 8½ p.m.—Chief Cabin, 8s., Fore Cabin, 6s.

Calais to Dover—The French Mail Packets every day.

" " H. M. Mail Packets every day (Tuesday excepted). Best Cabin 10s. 6d., Deck 5s.

Granville to Jersey, the CAMILLA every Friday. Main cabin 10s.; Fore cabin 7s.

Guernsey and Jersey to Exeter—The Ariaane every Tuesday and Friday.

Guernsey and Jersey to Southampton—The Transit, Lady De Saumarez, and Calpe, every Tuesday, Thursday, and Sunday. The Atalanta and Monarch, every Monday and Wednesday.—Main cabin, 25s.; second cabin, 18s.

Hamburg to Hull—The Victoria, Saturdays, August 2nd, 16th and 30th; Transit, 7th and 21st.—Best Cabin, £3; Second Cabin, 30s.

Havre to London—The James Watt, & Rainbow, every Wednesday and Sunday according to tide. Fares: Chief cabin, £1 10s.; fore cabin, £1.

" **Plymouth**—The St. David, on the 12th of every month. Cabin 21s., Deck 10s.

Havre to Southampton—Wonder, South Western, Grand Turk, Lady de Saumarez, Transit, and Calpe—Fridays, August 1st, 9 p.m.; 8th, 3 p.m.; 15th, 9 p.m.; 22nd, 3 p.m.; 29th, 8 p.m.; Mondays, 4th, 10 p.m.; 11th, 6 p.m.; 18th, 10 p.m.; 25th, 5 p.m.; Tuesdays, 5th, 10 p.m.; 12th, 7 p.m.; 19th, 10 p.m.; 26th, 6 p.m.; Thursdays, 7th, 3 p.m.; 14th, 8 p.m.; 21st, 3 p.m.; 28th, 7 p.m.—Monarch and Atalanta, Wednesdays, Saturdays,

Halifax N. S. to Liverpool—The Royal Mail Steamers, on the 3rd of each month.

Jersey to Granville—Camilla, every Thursday. Main cabin 10s. fore cabin 7s.

Jersey to Saint Malo—The Camilla, every Tuesday and Saturday morning. Cabin 10s., fore cabin 7s.

New York to Liverpool, The Great Western, Thursday, July 31st.

Ostend to Dover—H. M. Mail Packets, every Sunday, Monday, Wednesday, and Thursday, at 8 a.m The Princess Mary, every Tuesday and Friday, at 8 a.m. Fares, best cabin 21s.; 2nd class 10s. 6d.; deck 7s.

Rotterdam to Hull—The Emerald Isle—every Saturday morning, carrying Post-office Letter Bag. Cabin Fare—£2 2s.; Fore Cabin, 21s.

Rotterdam to London—The Batavier—Tuesdays.

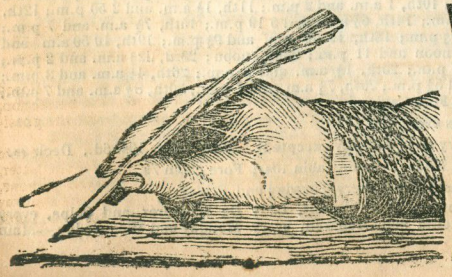
Saint Malo to Jersey—The Camilla, every Wednesday and Sunday.

" **to Southampton**—Every Monday.—Main Cabin, 32s. 6d.; second cabin, 23s.

Betts's Patent Brandy Distillery.

7, SMITHFIELD BARS.

Their PATENT pale and coloured BRANDY possesses the essential properties of the finest Cognac, at half the cost, and is prescribed in preference, by the highest medical authorities, at the principal hospitals, the Westminster, St. George's, Guy's, &c. Price, for not less than two gallons, in jars at 18s. per gallon; and in bottles at 20s., bottles included; secured by the patent metallic capsules embossed " Betts and Co., 7, Smithfield-bars."



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PERSONS of any age, however bad their WRITING, may in EIGHT LESSONS acquire permanently an elegant and flowing style of Penmanship, adapted either to professional pursuits or private correspondence.

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SELTERS WATER,

(In England called Seltzer Water.)

DECLARATION OF THE NASSAU GOVERNMENT.

THE GENERAL DIRECTION OF THE DOMAINS OF HIS HIGHNESS THE DUKE OF NASSAU,

DECLARE, by these presents, that being desirous to prevent and put a stop to the nefarious falsifications committed in respect to the Waters of Selters (in England called Seltzer Water) in the kingdom of Great Britain, its Colonies, and Dependencies, which have been made known to them on indisputable evidence, and wishing by every means in their power to secure for the future to the consumers of the Waters of Selters (Seltzer Water) in the Kingdom of Great Britain, its Colonies, and Dependencies, the enjoyment of the genuine Water of that Spring, as also of the Springs of Fachingen, Schwalbach, and Weilbach, likewise the property of his highness the Duke of Nassau, they have resolved, from the 1st of January, 1845, to use the Metallic Capsules of Mr. John Thomas Betts, of London, known under the name of "BETTS'S PATENT METALLIC CAPSULE, as a top covering for all the bottles, both large and small, filled with the said Mineral Waters for Mr. John Thomas Betts, and intended for the Kingdom of Great Britain, its Colonies, and Dependencies.

On these Capsules are to be impressed the arms of Nassau, and under the arms the name of the Water contained in the bottle, with the words "BETTS, IMPORTER," and "BETTS'S PATENT," around.

The above-named Bottles, capsuled in such a manner, will likewise bear, as heretofore, the usual marks consisting of a Shield, impressed on the bottle, containing the Arms of Nassau, or a Crown, under which are the initials H. N., and around the name of the Mineral Water contained in the bottle, and also the usual burnt mark on the lower end of the cork.

The General Direction of the Domains further DECLARE by these presents, that they have granted to the said John Thomas Betts, Patentee of the above-described Capsules, *and to no one else* in the Kingdom of Great Britain, its Colonies and Dependencies, the exclusive right to purchase and export, direct from the Springs, the waters of Selters, Fachingen, Schwalbach, and Weilbach.

They DECLARE further, that the bottles, after being filled with the respective Mineral Waters, are to be immediately, and in the presence of their officers, closed with the above-named Capsules, which bear the impression of the drawing beneath.

The present Declaration is granted to Mr. John Thomas Betts, with authority to publish the same.
Given at Wiesbaden, this 18th day of December, 1844.

The President of the Direction-General of the Ducal Domains of Nassau. } BARON DE BOCK HERMSDORFF.

HENRY HENDEL, Secretary.

The Public will observe, by the above declaration, that these Waters, protected and hermetically closed by the PATENT METALLIC CAPSULES, may now be obtained in the same state of freshness and perfection, irrespective of *time* or *temperature*, as at the first moment when taken from the Springs, without the possibility of fraudulent substitution.

These Waters are imported in hampers containing four dozen large, or five dozen small bottles, at the rate of 10s. per dozen and 2s. the hamper for the former, and 7s. per dozen and 1s. 6d. the hamper for the latter, bottles and hampers not returnable. And, as the sale must inevitably extend to many thousand persons, CASH PAYMENTS WILL BE INDISPENSABLE; on receipt of which hampers will be delivered at the Railway Receiving Houses; and to any part of the Metropolis, exclusive of the Railway Stations, where carts are liable to detention.

Selters Water Depot, No. 1, Wharf Road, City Road, London.

MAUGHAM'S PATENTED

CARRARA WATER.

SOLE WHOLESALE AGENT, Mr. Archibald Dunlop, 78, Upper Thames-street, London.

Mr. DUNLOP begs leave respectfully to acquaint the Nobility, Gentry, and the Public in general, that he has obtained the appointment of Sole Wholesale Agent for the sale of the above Patent Aërated Water.

Mr. Maugham, during a long course of chemical investigation, having been forcibly struck by the very great imperfections and injurious effects of Soda Water, Ginger Beer, Lemonade, and other such-like compounds, and seeing the almost absolute necessity which existed for the introduction of some beverage at once wholesome and grateful to the palate, devoted his serious attention to the subject of Aërated Waters in general, and after upwards of four years research, and a careful analysis of a vast variety of artificial and natural waters, succeeded in producing the article now presented to the public under the title of CARRARA WATER.

In endeavouring to effect his object, MR. MAUGHAM constantly aimed at the production of a Water that should be in its composition assimilated as much as possible to the water given us by nature for our common use, and not at the discovery of a new medicinal combination which, however beneficial it might be as a temporary remedy in incidental cases, could not be recommended as an habitual beverage.

It is well known to practical chemists, that all water, (except that from rain and snow), contains a variety of extraneous substances, changing in kind and quantity in the various localities from which it is procured; but Mr. Maugham, by analysing the water taken from many different sources, found that one substance was almost universally present—that substance was LIME. This circumstance suggested the grounds for the composition of the Carrara Water. A great, and apparently almost insurmountable obstacle, however presented itself to the employment of lime as the base of an ordinary drink, viz. the extremely unpleasant taste of the mixture; for lime-water itself is so nauseous to the palate, that even as a medicine, few persons can be prevailed upon to take it.

Undismayed however by this difficulty, Mr. Maugham pursued his experiments, which ultimately led to a simple and most efficacious means, not only of entirely destroying the taste of the lime, but of producing a highly agreeable and refreshing beverage. This was effected by the addition of carbonic acid gas, which was forced into the liquid by powerful machinery, and the two submitted to a pressure sufficient to liquify the gas, which combining instantly with the lime held in solution by the water, formed an aërated solution of Bi-carbonate of Lime, which would in fact be the proper chemical title of the Carrara Water.

Now although this water is introduced to the public as an article of luxury, yet as every aërated water, and indeed almost every article of food, possesses more or less medicinal properties, Mr. Dunlop feels it right to mention some of the cases in which the Carrara Water would, and, indeed, has been, highly beneficial when taken medicinally.

Lime is considered by medical men to be one of the finest antacids known, affording great relief to persons suffering from acidity of the stomach, heart-burn, thirst, flatulency, and the many other forms of indigestion.

In cases of temporary indisposition arising from indulgences of the table, the Carrara Water will be found invaluable. Instead of producing that chill caused by the use of common soda water in such cases, it imparts a warmth and glow to the stomach, acting as an agreeable tonic.

Gouty subjects find great relief from alkaline remedies—the Carrara Water will, therefore, be an excellent, as well as a most agreeable means of checking the great tendency to acidity to which such persons are liable.

The cases, however, in which the daily use of the Carrara Water will be of the greatest value and importance are in many forms of calculus, for medical men know of no certain means to check predisposition to that terrible disease. The Carrara Water is not a composition of such a powerful nature that a few bottles of it could be expected to afford a cure in cases of confirmed disease, for if it were so it could not be used as a daily beverage, but is intended to produce its effects by habitual use, and to act on the constitution in the same manner as common water is well known to act on the general health of the inhabitants who drink it.

The composition of the Carrara Water would, of itself, be a great recommendation; but Mr. Dunlop feels that the reputation of Mr. Maugham (who, besides being a practical and analytical chemist, has, for a great number of years, practised as a surgeon and held the appointment of Lecturer on Chemistry and Medical Jurisprudence at one of our public hospitals,) may be regarded as a perfect guarantee for its excellence and wholesomeness. Such a guarantee is indeed required, for unfortunately the numberless compositions in the form of beers, liquors, aërated waters, &c. are generally the productions of persons as totally unacquainted with the chemistry of the human frame as they are with that of the mixtures which they compound for its use.

The title of "CARRARA" has been given to the new beverage on account of the Carrara marble being the source from which the purest lime is obtained, and which is employed in the manufacture of the water.

The bottle made use of (in order to stand the great pressure) is constructed on the principle of high pressure steam boilers, viz:—a cylinder with semi-spherical ends.

Among the many testimonial letters received by Mr. Maugham respecting the Carrara Water, the following have been selected for public perusal:—

9, *Buckingham-street, Adelphi, May* 23, 1845.

SIR,—The beneficial effects I have experienced from the use of the Carrara Water, make it highly satisfactory to me to hear that I may now obtain an unlimited quantity. I shall have great pleasure in recommending it, not only to my patients, but to each of my friends, that they, like myself, may enjoy the grateful relief it affords.

I am, Sir, yours gratefully,

W. MAUGHAM, Esq. L. H. POTTS, M.D.

17, *Chester Street, Grosvenor Place, August* 1, 1843.

SIR,—I have tried the Carrara Water in those cases of indigestion in which, from its composition, I inferred it would be beneficial. The satisfactory results observed in the cases in which it has been given medicinally, quite confirm the favourable opinion I have hazarded as to its probable efficacy. There are three forms of indigestion in which the Patent Carrara Water has been remarkably effective.

I.—In the common form of Indigestion - characterised by Heartburn, Thirst, Foul Tongue, and more or less Irregularity of the Bowels—if drunk in small quantities, frequently repeated, it has afforded relief to the pain in the stomach, and other unpleasant sensations, more effectually and quicker than any other antacid; not excepting the effervescing fluid magnesia.

II.—In a form of indigestion known by the pale, flabby, and exsanguineous tongue, indented laterally by the teeth, and coated with a white slimy fur, with accumulation of muscous in the throat, dry and parched lips, distressing thirst, with flatulence; in such cases it has quickly relieved these symptoms.

III.—In those derangements of the stomach arising from a congested state of the mucous membrane of that organ, caused by free and convivial habits, intoxication, and other excesses of the table,—the thirst, head-ache, clammy foul state of tongue and mouth, have been more quickly and effectually relieved by the Carrara Water than by Soda Water. The large amount of carbonic acid dissolved in this water, imparts that amount of stimulus to the mucous membrane, which restores its tone and renovates its secretions; and from a like cause, it is infinitely more palatable, and even when exposed to the air for some time, does not become nauseous, after the manner of Soda Water.

I am, Sir, your obedient servant,

W. R. BASHAM, M.D.

W. MAUGHAM, Esq. Physician to the Westminster Hospital, and Lecturer on Materia Medica, Botany, and Toxicology, at the Westminster Hospital School of Medicine

25, *Museum-street, Bloomsbury.*

SIR,—I am not aware whether my testimony would be of any service to you in the introduction of your Patent Carara Water to the public; but if it should be, you are perfectly at liberty to make use of my name, and to state the fact, that I have for several years suffered very severely from indigestion, and have tried many supposed remedies. I have, during the last three months, been taking the Carrara Water which you were kind enough to send me, as my daily beverage, and now am not only free from indigestion, but am able to take many articles of diet which formerly I did not dare to indulge in.

I am, sir, yours truly,

W. MAUGHAM, Esq. R. S. FRANCIS.

Mr. Dunlop begs to acquaint all chemists, wine merchants, the proprietor of hotels, stewards of clubs and Packet Ships, &c., that he is now prepared to execute their orders to any extent.

***** None is Genuine without a label over the cork, signed "WILLIAM MAUGHAM," to counterfeit which is Forgery**

Maugham's Patent Carrara Water.

This very healthful and agreeable beverage is, not only a powerful corrective of acidity in its various forms, but is a positive antidote to Sea Sickness.

With the means of executing orders of the largest magnitude, we tender the accommodation of a few bottles for trial, either of the CARRARA, or of the NASSAU SELTERS WATER, of which we are direct importers.

HENRY BRETT & Co., Old Furnival's Inn, Holborn.

Commercial and Private Boarding House.

MRS. DOBSON, formerly of 28, Bread-street, respectfully informs her Friends and the Public, that she has taken the Business, conducted for many years by the late Mrs. Andrews, **22, Ironmonger Lane, Cheapside,** where she hopes to receive a continuation of their kind patronage and support.

References are kindly permitted to the following Ministers:—The Rev. Dr. Campbell, the Rev. James Sherman, and the Rev. Arthur Tidman, London.

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are the softest and easiest ever worn; they yield to the action of the feet without the slightest pressure or drawing effect on the most sensitive corns, bunions, gout, or tenderness from any other cause: they resemble the finest leather, and are more durable. H. and Co.'s Spring Boots supersede lacing or buttoning, and are a great comfort to the ankles. Their Waterproof Portable Dresses for Gentlemen, 21s.; Ladies' Cardinal Cloaks, with hoods, 18s.; which can be carried in the pocket with convenience.

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N.B.—Prescriptions carefully prepared.

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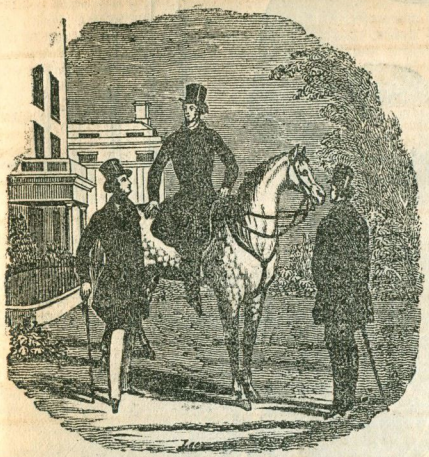
TWENTY PACES NORTH OF QUADRANT.



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The Paletot unlined is 30s., and for which Messrs. Nicoll have many orders from leading mercantile houses it being so much better adapted for the colonies, or any warm climate, than a material composed of either linen or cotton. The Llama Registered Paletol being made of fine wool, is not only lighter but more porous allowing a free escape for the heat of the body, and does not remain damp, which is too often found injurious A liberal discount is allowed for a quantity, and every facility is afforded by their being kept well regulated in sizes.

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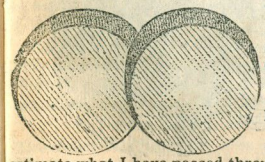

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Cures communicated to Mr. George Batters, by Mr. Samuel Gunn, Hollow Stone, Nottingham.

"Of all the 'Ills that flesh is heir to,' there is, in my opinion, none equal to a severe cough; and only those that have ever suffered from it can fully estimate what I have passed through,—not being able to get a night's rest, or sit at ease one hour. I have ever been a decided enemy to all Patent Medicines, and have never taken any; but Mrs. Gunn having a slight cough, and hearing of the efficacy of "King's Respiratory Lozenge," was induced to try them, and she found relief. From seeing the beneficial effects, I was induced to try them, and took one or two; to my joy, they gave me immediate relief. I enjoyed what I have not done for twelve months, a good night's repose, and am happy to be able to bear testimony in their favour, as well as several of my friends, whom I gave a few to, and was completely cured.

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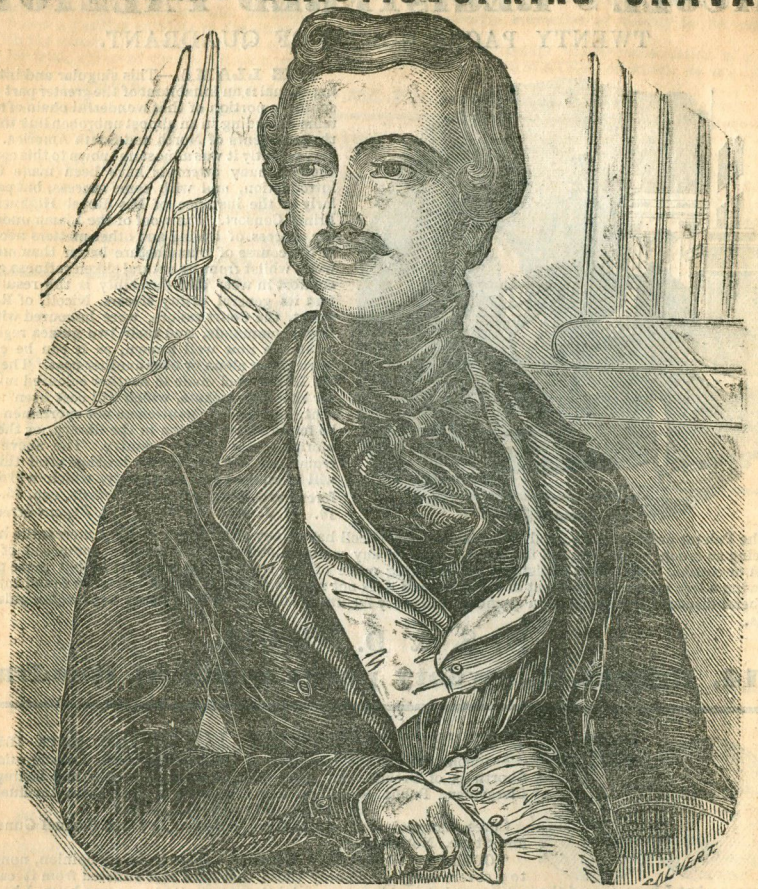

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COUNTRY SHOPKEEPERS, DRAPERS, DEALERS, and others coming to London, have now an opportunity of making a saving of 20 per cent. The Proprietor of the CITY BOOT AND SHOE DEPOT having just added to the Premises a WHOLESALE WAREHOUSE stocked with goods of the most superior manufacture, which he offers at such EXTRAORDINARY LOW PRICES, that one trial will prove the fact so readily admitted by all, and which he is determined ever to maintain, that this is the best and cheapest warehouse in the Kingdom. Several large lots of Children's Boots and Shoes at dreadfully low prices! List of Prices sent on receipt of a Postage Stamp.

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A new Sauce of a peculiarly delicious and piquant flavor, lately introduced by them. It has received universal commendation from the most distinguished epicures, and is already in very general use at the tables of the Nobility and the principal London Clubs. Sold in pint bottles, 2s. 6d., and in handsome china vases for the table, 3s. each.

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An improved Chuttney, imported by C. & B., and sold in Oriental fancy jars, for cold meats, curries, &c.

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This delicious preparation is by many preferred to Essence of Anchovies, the delicate flavour of the Shrimp being so exquisitely retained, and the trouble of picking entirely obviated. It surpasses every other preparation of the kind yet introduced, and will keep good in any climate, and for any length of time.

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For every description of boiled and fried fish. This will be found of superior quality, being prepared from the finest Gorgona fish.

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THE many thousands who have worn, tested, and approved of the NEW TEMPLER CAP (registered Act 6 & 7 Vic.) is the best proof that can be offered of their superiority,—can be had of all the respectable Hosiers and Hatters in the kingdom; 36 varieties at the OUTFITTING WAREHOUSE of the Inventor **HENRY POWELL, late KEENE & POWELL, 102, New Bond Street.** Night Caps, 1s. 6d., 2s., 2s. 6d., to 4s., Silk, 5s. to 15s.; Travelling and Soiree 6s. 6d. to 48s. Night Caps sent on receipt of post office order, with three stamps added to price of Cap.

"'The Templer Cap.'—Under this name, we commend one of the best Travelling, or nightly coverings for the head we have yet seen."—*Polytechnic Review.*

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FOR BILIOUS AFFECTIONS, INDIGESTION, GOUT, &c. &c.,

And as a Family Purgative.

This elegant preparation possesses all the efficacy of the best Saline Purgatives, without their disagreeable taste and unpleasant operation. It acts upon the bowels mildly, effectually, without pain or inconvenience, and does not induce any liability to take cold, or establish a necessity for the habitual use of Aperient Medicines: its effervescent character makes it grateful to the stomach, however irritable.

It is of eminent service in Pains in the Head, Sick Head-ache, Casual or Habitual Costiveness, Bilious Affections, Nausea, Sickness, Heartburn, Piles, Fistula, and in all Febrile Affections; and is a certain remedy for the unpleasant effects of excess either in eating or drinking The experience of hundreds has proved it to be the best, and perhaps the *only safe*, preventative of, and remedy for the GOUT now recommended as a Public Medicine. For these and other kindred disorders, and as a Family Purgative, it has met with the general approval and recommendation of Medical Practitioners during the *Fifteen Years* which have elapsed since its introduction.

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Wholesale Agents.—Barclay and Sons, Suttons, Edwards, Newberry, &c., London; Raimes, Edinburgh and Dublin; Butler, Dublin; Simpson, York; Musson, Quebec; Bradley, Moscow; &c. &c.; of whom may be had their

Concentrated Compound Decoction of Sarsaparilla,

prepared according to the London Pharmacopœia with the best Red Jamaica Sarsaparilla: as it contains no sugar, or other useless ingredient, it is the most powerful and economical preparation of this valuable root.

Sold in bottles at 4s 6d, 12s, and 22s, equal respectively to 6, 16, and 32 pts. of the Compound Decoction prepared in the usual way.

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ADMIRABLY efficacious and unerringly certain in its operation, highly approved in the leading circles of fashion, and extensively demanded by all who cultivate the graces of the toilette, is

C. and A. Oldridge's Balm of Columbia.

Sold by the Proprietors, 1, Wellington-street, Strand, (two doors from the corner,) and by most respectable Perfumers and Medicine Venders in the United Kingdom.

It Strengthens and Nourishes,

exerting a healthy influence, and occasioning an ample and luxuriant growth of Hair.

Preserves,

where the hair is already full, the conservative properties of the Balm maintain it in strength and luxuriance.

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when weak or falling off, the Balm completely restores. In the event of partial or entire baldness, its renovating influences, except with the extremely old, produces an entirely new growth.

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unlike the action of ordinary stimulants, which spoil the hair, induces an elegant wave or curl, and a rich beautiful appearance.

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The Balm is peculiarly valuable as a detergent, cleansing in the most complete and agreeable manner, and for young people, superseding, as the most respectable heads of schools can testify, the use of the fine comb.

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The peculiar mildness of the Balm, the action of which can be regulated at discretion, specially suits infancy and childhood. No well-regulated Nursery can dispense with it again. Price 3s. 6d., 6s., and 11s. per bottle. No other prices are genuine.

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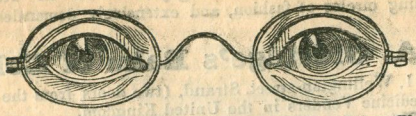
CRYSTAL  SPECTACLES

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Solid Gold	1 14 0	2 2 0
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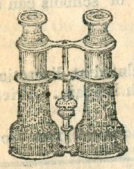
THOS HARRIS AND SON'S.  NEW DOUBLE OPERA GLASS.

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PATRONISED BY
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and the *elite* of Her Majesty's Theatre.

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Afford endless amusement to tourists and residents at the sea side; their superiority has obtained for them the preference in the Army and Navy.
A Pocket Telescope (8 miles view), 18s.; 12 miles, 30s.; 16 miles, 42s.; 20 miles, £4.

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CAUTION.—To prevent mistakes, the public are requested to notice the name THOMAS HARRIS & SON, and the number, [52,] is laid in MOSAIC PAVEMENT on the footway contheir Shop, which is opposite the ENTRANCE to the British Museum.

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CENTRAL FIRE GUN.—Sportsmen are invited to inspect the newly-patented CENTRAL FIRE GUN simplified, which, from sending the fire directly into the powder, instead of on it, as in ordinary guns causes it to shoot more quickly, and one-fourth more strongly, and to kick less than them. Also the very large assortment of London-proved Guns and Rifles, at RIPPON and BURTON'S, 39, Oxford-street, corner of Newman-street, who would impress the public with the fact, that all asseverations as to the extra virtues of high priced Guns, &c., are made with sole view of getting an exhorbitant price for an assumed superiority:—

A single-barrelled gun, with twisted barrel, and patent breech, London-proved, 35s.; a double-barrelled gun, with twisted barrel, and patent breech, London-proved, 65s. A single barrelled gun, 18s., usually charged two guineas. Single guns, to £6 10s.; double ditto, to £15.

THE PERFECT
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Table Spoons and Forks, full size, per doz ..	12 0	28 0	30 0
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	Fiddle.	Thread.	King's.
Teaspoons, per dozen	18s.	32s.	38s.
Dessert Forks ,, ...	30s.	46s.	58s.
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Table Forks ,, ...	40s.	68s.	75s.
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Tea and Coffee sets, Waiters, Candlesticks, &c., at proportionate prices. All kinds of re-plating done by the patent process. Detailed catalogues, with engravings, as well as of every ironmongery article, sent, (per post) free.

SHOWER BATHS, with Curtains, 10s. 6d. each.

Full-sized Portable Shower Baths, very strong and japanned, with curtains and copper valve, 10s. 6d. each Pillar Shower Baths, with copper conducting tubes, brass force-pump and top, complete with curtains, and japanned, from 60s. The Registered improved ditto, 90s. Hand Shower Baths, japanned, 3s. 6d. RIPPON and BURTON'S SHOW ROOM for BATHS is now complete, and contains, besides toilet sets japanned in imitation of every fancy wood, china, &c., all the requisites for the season, which they are offering 30 per cent. under any other house where quality is considered, while their stock is without any equal, either in extent, variety, or freshness. Detailed catalogues, with engravings of baths, as well as of every ironmongery article, sent (per post) free.—RIPPON and BURTON, 39, Oxford-street, corner of Newman-street. Established (in Wells-street) 1820.

ROWLAND'S
UNIQUE PREPARATIONS,
FOR THE HAIR! THE SKIN! & THE TEETH!

The August Patronage conceded by our Gracious Queen, the Royal Family, and the several Sovereigns and Courts of Europe, and the numerous testimonials constantly received of their efficacy, together with the fact of their general use in all Countries, characterize them with perfection, and prove the value of the *Macassar Oil, Kalydor, and Odonto*.

ROWLAND'S MACASSAR OIL.

This ELEGANT, FRAGRANT, and TRANSPARENT OIL, in its *preservative, restorative,* and *beautifying* qualities, is unequalled over the whole world. It *preserves* and *reproduces* the *hair*, prevents it from *falling off or turning grey; restores grey hair to its original colour;* frees it from *scurf* and *dandriff*, and renders it *soft, silky, curly,* and *glossy.*

Price 3s. 6d., 7s. Family Bottles (equal to four small) 10s. 6d., and double that size 21s.

CAUTION.—Each Genuine Bottle has the words **"ROWLAND'S MACASSAR OIL"** engraved in two lines on the Wrapper and on the back of the *Wrapper* nearly 1,500 times, containing 29,028 letters. All others are Spurious Imitations.

ROWLAND'S KALYDOR

An Oriental Botanical Discovery, and perfectly free from all mineral admixture. It effectually dissipates all *REDNESS, TAN, PIMPLES, BLOTCHES, SPOTS, FRECKLES,* and other Cutaneous Visitations; and renders the skin SOFT, FAIR, and BLOOMING. Price 4s. 6d. and 8s. 6d. per bottle, duty included.

CAUTION.—Beware of IMITATIONS of the most *deleterious character* under the title of "KALYDOR," containing mineral astringents utterly ruinous to the complexion, and by their repellent action endangering health. See that the words **"ROWLAND'S KALYDOR"** are on the Wrapper; and **A. ROWLAND & SON, 20, Hatton Garden,** engraved (by Authority of the Hon. Commissioners of Stamps) on the Government Stamp affixed on each bottle.

ROWLAND'S ODONTO,

OR PEARL DENTIFRICE,

A FRAGRANT WHITE POWDER prepared from Oriental Herbs of inestimable virtue for *preserving* and *beautifying the Teeth,* imparting the most *pure and pearl-like whiteness;* and for giving *sweetness and perfume to the breath.*—Price 2s. 9d. per box, duty included.

CAUTION.—To protect the Public from Fraud the Government Stamp (as on the "KALYDOR") is affixed to each box.

IMPORTANT INFORMATION.

Unprincipled SHOPKEEPERS, for the sake of gaining a trifle more profit, vend the most spurious trash (some under the implied sanction of Royalty) under the title of the *"genuine"* MACASSAR OIL, KALYDOR, and ODONTO; they copy the *labels, bills,* and *advertisements* of the original preparations, and substitute either a FICTITIOUS name or the word "GENUINE" in the place of "ROWLAND'S." It is therefore highly necessary to see that the word **"ROWLAND'S"** is on the Wrapper of each article

All others are FRAUDULENT IMITATIONS!!!

The Genuine Articles are sold by the Proprietors as above, and by *Chemists & Perfumers.*